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March 2020

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Welcome



Gems such as this 1923 petrol/paraffin Austin BO 28 can often be found at Tractor World Malvern.

Tractor World Spring is only weeks away as I write this, and I welcome it as the traditional tractor show season opener.

It marks for me the end of the long dark nights of winter and the anticipation of spring and summer. So, on the weekend of February 22-23 the Three Counties Showground, overlooked by the Malvern Hills, is the place to be for tractor lovers.

It's a popular event with tractors and agricultural machinery of all ages on display, almost all of them under cover in the site's four halls. The special themes for this year are 75 years of the Fordson E27N, 50 years of the International Harvester World Wide Series and Conversions.

The first E27N came off the line in March 1945 and was phased in to replace the Model N. Known as the Major, it proved very popular around the world and when production ended in 1952, over 230,000 had been built. So, it is a landmark worth celebrating.

Tractor World Spring's Conversions theme is open to any tractor that has been modified for example a four-wheel drive, half-track or full-track conversion, forward-control sprayer or perhaps a farm-built solution to suit a particular need. I am looking forward to seeing some very fascinating machinery in this category.

On the Saturday of the show, H J Pugh & Co's annual auction will take place, with over 100 tractors and 2000 lots

expected (visit www.hjpugh.com for updates). While on Sunday, you can look forward to a vintage sort-out and spares day. More than 100 specialist trade stands will be there, from parts suppliers, model and toy retailers, restoration products, tools and garage equipment, and tyres to workwear, country clothing and gifts for visitors to browse. It's sure to be a busy weekend.

Contributors this issue



Jo Roberts
Professional heritage writer based in Wales.



Tony Hoyland
Editor of your favourite Tractor magazine.



Richard Lofting
Roving reporter and technical writer.



Mike Teanby
Author and agricultural industry journalist.

Also, thanks to Bob Weir, Dave Taylor, Peter Love, Mike Williams, Pete Small, Graham Hampstead, Jean Brown and Sarah Berry.

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HIGHLAND JOHNNY POPPER

WORDS & PICTURES Bob Weir

We look at arguably one of the most famous row-crop tractors in history, the John Deere Model A.



Kevin Murdoch has been a fan of John Deere for many years with fond memories working with them when he was younger.

Kevin Murdoch from Banchory owns a fine example of the iconic John Deere Model A. He comes from a family of tractor collectors, who specialise in older machines made by the likes of David Brown, Nuffield, Massey Ferguson and, of course, John Deere.

Generations

He explained: "My family has a background in farming, and I have been interested in tractors since I was a young man."



The Model A was an icon in its day and was a tremendous success story for John Deere.

Four generations of the Murdoch family currently own old tractors. My father, Ian owns a Nuffield along with a David Brown Selectamatic, and my brother Gary owns a couple of Nuffields.

"My nephews, Gary's son, also called Kevin, and Peter both own Nuffields and another tractor is nominally owned by one of the grandchildren. Most of the tractors are stored in a neighbour's barn next to the River Dee. The tractors are used a lot during the summer months, whether it's going to shows or taking part in road runs."

Useful work

Although he had a strong connection with farming stretching back to his childhood, Kevin ended up serving his time as a joiner. "When I was growing up, it was considered important to gain an apprenticeship in a recognised trade," he recalls. "There were several ups and downs in the economy, and it made good sense to get an official qualification. I had always liked woodwork and handling tools, so it seemed the right thing to do."

"When I turned 21, I had second thoughts and got into haulage. There was a lot of demand for lorry drivers at the time, and the work was regular and reasonably well paid. I passed my HGV licence, and I've been driving trucks ever since. Now I work for a civil engineering company delivering supplies to building sites. I have certainly seen many changes over the years, and the driving is useful if I want to transport the family's tractors to shows."

"I usually carry out my own refurbishments, which is a good way of keeping the costs down. As I am still working, I don't have a lot of spare time, so I tend to go for tractors that are in reasonable condition and only need a bit of a



makeover. I believe that good preparation is the key to a successful restoration, along with making sure you set aside enough time. I've found out the hard way it's when you rush things, you make mistakes. I also make sure I've got the right parts to hand, before starting the job."

Provenance

Early John Deere tractors are sought after in Scotland and often attract a premium. Fortunately for Kevin, he was able to acquire the Model A from his uncle who was also a serious collector.

"My particular Model A was built in 1946 and carries the registration ATY 399," he explained. "I believe the tractor originally came from Lincolnshire, although its full history is a bit of a grey area. My uncle Davy also told me that at one time the tractor was part of a large collection owned by the Late Tommy Hamilton of New Pitsligo, also in Aberdeenshire. Apparently, he had one of the largest tractor collections in the area.

"Uncle Davy bought the tractor in the Nineties and then spent several months restoring the machine. He also enjoyed working with tools and was always up for a challenge. Compared to modern machinery, tractors from this period are quite basic and straightforward provided you can get hold of the right spares.

"My uncle was very fond of John Deere tractors in general, and apart from the Model A also owned a Model B because he particularly liked the early versions of the marque. I acquired the A in 2001 when Davy was downsizing his collection."

Fond memories

Although Kevin likes most types of tractor, he has also been a fan of John Deere for many years. "I had a stint working on a farm when I was younger and the owners were using John Deere machinery at the time," he recalls.

"I hadn't had a lot to do with John Deere up to that point, but I enjoyed working with the tractors. They certainly had enough power and were very reliable. They could put in a good day's work in the fields, and the road holding was also first class. Looking back, I still have some fond memories.

"I suppose I must have taken this into account when I started my own collection. Apart from the Model A, I also own a later type 3050 utility tractor fitted with the SG2 cab. As I recall, the 50 series came out in the Eighties, and I've been told by other John Deere enthusiasts that the tractors

Kevin believes his Model A came from Lincolnshire although its full history is a bit of a grey area.



The industrial designer Henry Dreyfuss was brought in to handle the tractor's makeover which came into production in 1938.





Kevin likes his tractors hitched to a period implement, like this Forties two-furrow 12in plough as it adds to the provenance.

had some of the highest reliability levels in their class. I believe the model 3050 was the smallest tractor in the range but could still do a good job. Somebody also mentioned that these tractors were made at the John Deere plant at Mannheim in what was then West Germany.

“The 3050 is a tidy tractor and equipped with a 5.9-litre six-cylinder diesel engine, delivering an impressive 92hp. This is more than enough power for my needs. The machine was also fitted with the Power



Despite being only a two-cylinder unit, the Model A's 'Johnny Popper' could do the business.



The two-cylinder power plant remained a feature of John Deere tractors until the introduction of the New Generation series in 1960.



The total number of Model A tractors built in all configurations was some 328,400 units between 1934-52.

Synchron 16 forward gears transmission, which I believe was the gearbox carried over from the previous model. The tractor is fun to drive, and I generally use it for road runs. Parts of Aberdeenshire are quite hilly, and you need plenty of horsepower on tap to keep up with the other tractors.”

Tractor upkeep

Kevin says that the Model A is relatively easy to keep in running order, and he carries out all his own maintenance. Fortunately, the tractor is stored out of the weather, which helps to keep the tinwork in good shape.

“The weather in Aberdeenshire can get a bit rough during the winter months when there is usually a lot of snow,” he explained. “The John Deere’s metalwork is over 70 years old and needs to be protected from the elements. I generally keep my tractors tucked away during this period and bring them out again in the spring. The long, dark evenings are also a good time to carry out any maintenance and repairs.”

Authenticity

Like a lot of enthusiasts, Kevin also likes to show his tractors with a period implement. This has become increasingly popular in recent years, and the trend looks set to continue. “This is the way the tractors were used, and I think it is important to be as authentic as possible,” he said. “I made the frame myself using an old JD muck spreader, and it suits the three-wheeler just fine. I take the tractor to local shows, and the combination has been well-received. Most of the enthusiasts are very knowledgeable and seem to like the older tractors. They also appeal to the younger generation, who are essential for the future of the hobby.”

Besides the two John Deere tractors, Kevin also owns a Massey Ferguson MF 135 and Nuffield 4/65. As we were finishing, I asked him whether he had any plans to add to his collection.

“I enjoy my tractors and they have given me a lot of fun and pleasure over the years, but if you are not careful, the hobby can become expensive and very time consuming,” he laughed. “I suppose it’s a case of getting the right balance.

“I also get involved with the rest of the family’s tractors, and there always seems to be something going on. These old machines need looking after and if you are not careful, they can end up taking over all your spare time. I’m happy with the collection I’ve got at present and intend keeping the tractors for the time being.”

Out and about in Banchory

The burgh of Banchory is situated on the River Dee in Aberdeenshire. The area is known as Royal Deeside, because of Her Majesty's highland retreat at nearby Balmoral Castle. The river also has a worldwide reputation for its salmon and is one of the most expensive stretches of fresh-water fishing in the UK. Aberdeenshire is also well-known for its

forestry and agriculture, with the emphasis on mixed farming. The area has some of the best quality agricultural land in Scotland, and the most important crops are barley, wheat and oilseed rape. It is also home to agricultural heritage centres like Aden Country Park near Mintlaw, and the Grampian Transport Museum at Alford. The region is a hotbed of tractor enthusiasts and regularly holds agricultural shows and similar events.



Unlike today's generation, tractor drivers in the Thirties were exposed to all the elements.

John Deere

John Deere had originally come to prominence in the 19th century making an assortment of horse-drawn steel ploughs. The company spent time and money consolidating its reputation as a manufacturer of agricultural implements. By the turn of the 20th century, it was becoming obvious that the internal combustion engine was here to stay, and tractor production would play a significant role in the company's future.

In 1914 board member John Dain was given the task of building the company's first tractor. The three-wheel Dain-Deere certainly looked the part and could do the job. Unfortunately, it was also expensive to buy with a price tag of \$1,700 compared to the contemporary Fordson's \$700.

Waterloo

Fortunately, a solution lay close to hand. The rival Waterloo Gasoline Engine Company based in Waterloo, Iowa was already producing a 25hp tractor, and John Deere acquired the company to use Waterloo's existing designs. The move turned out to be a shrewd investment, allowing John Deere to enter the tractor market as an established player. Waterloo's twin-cylinder format was so successful

that John Deere continued to use variations of the design right up to 1960.

Ironically, the A model nearly did not make it off the drawing board. The Thirties Great Depression had a damaging effect on the US tractor industry, and production slumped by 90% to a low of around 20,000 units. John Deere lost money along with the rest of its competitors but was determined to carry on investing in two new models, the A and the B. Although financially risky this forward planning paid off, and John Deere reaped the benefits once the economy started to recover.

Model A

The Model A was John Deere's first row-crop tractor, replacing the model GP. Introduced in 1934, the tractor used the traditional twin-cylinder John Deere engine using thermo-syphon cooling, instead of a water pump. And although most of the company's competitors had switched over to four-cylinder units, the model's overhead-valve engine was still able to run effectively on most types of fuel. This was a useful selling point during the years of wartime petrol rationing. The engine's distinctive sound also earned it the nickname "Johnny Popper".

The new design's most innovative features were the "infinitely adjustable" rear axle, centre line hitch (and PTO), and a hydraulic power lift system that was the first of its kind. The adjustable wheel



Kevin's MF 135 is fitted with the much sought after Duncan cab.

treads were particularly popular and made the tractor more adaptable than most of its competitors. The ability to change the space between the rear wheels gave the operator more control and improved the tractor's steering.

Before 1935 the Model A featured an open fan shaft which was a weak point on the tractor but is a defining characteristic often sought out by John Deere collectors. From mid-1935, Deere & Company closed the fan shaft to solve the problem.

In 1938 the tractor gained a more streamlined profile with the beautiful styling of Henry Dreyfuss.

The tractor's new appearance became known as the 'styled look'. In 1940 the engine's capacity was increased from 309ci to 321ci, and the following year the gearbox was uprated from four to six forward speeds. The pressed frame was also introduced but owing to structure failures the company later went back to a fabricated chassis for the rest of the tractor's production. The tractor was produced in several variants and was eventually replaced by the Model 60 in 1953.

KEVIN'S SUPPLIERS

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Specification: John Deere A Model (1934-52)

	Unstyled	Styled	Late Styled
Production	1934-39	1940-47	1947-52
Engine bore x stroke	5.5 x 6.5in	5.5 x 6.75in	5.5 x 6.75in
Engine rpm	975	975	975
Weight (shipping)	3525lb	4000lb	4000lb
Length	124in	134in	134in
Height (to radiator)	60in	63in	63in
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LETTER FROM AMERICA

WORDS & PICTURES
Tony Hoyland



Jack Ashton, the third generation custodian of the Farmall H which has been on the farm since new.



H stands for “high class” with this letter series iconic Farmall H tractor which found its way to Lincolnshire via the Lend-Lease scheme and is much revered by the family who has owned it since new.



Note the narrow rear tyres. Hopefully, someone will point him in the direction of a correct Goodyear set at some point, Jack says.

Family connections are strong in many stories shown in our magazine, with tractors and machinery often handed down from father to son. This story is no exception and has been caught up in the lives of three generations of a family tied to a relatively short stretch of the A52 on and around their farm just outside Boston, Lincolnshire since the Thirties.

Inherited

The tractor with which the Ashton family share a common bond is a 1944 International Farmall H. Jack Ashton now owns the tractor which was passed down to him from his father John Ashton who in turn had it passed down to him from Jack's grandfather also called John Ashton.

The Ashton's family farm is on the A52 just outside Boston where they have worked since the Thirties. The Farmall H has been on the farm there from new and came to the UK as a Lend-Lease tractor doing mainly potato work.

Conversion

In the Fifties Jack's grandad gave the tractor a Perkins P3 144 engine conversion, changing over from the International Harvester petrol/paraffin four-cylinder engine to make the tractor more reliable. Jack was keen to point out the quality of his grandad's work fitting the P3 engine: “The adaption plate, which mates the engine to the tractor will have come with the kit. It is very well made, with a well-fitting cast plate. The only other Farmall

with a P3 in it that I have seen had a much cruder looking blacksmith's made plate.

“Other work included adaption of the frame rails to accommodate the mid-engine mounting brackets either side. The frame was also shortened slightly to move the fan nearer the radiator as the original was a four-cylinder engine. The mounting of the fuel filter and ignition switch and fuel pump for cold start were added to the steering column. The paraffin tank was replaced by the holding frame for a newly added battery as the tractor was changed from the crank start.”

Engineering background

Jack, aged 27, is a Claas engineer servicing combines in the Lincolnshire area and always knew he was going to be involved in agricultural engineering as he is from a farming family. He recalls the tractor was

Best in the range

The Farmall H was introduced in 1939 as a replacement for the F-20. It was the second-largest member of the new letter series range of tractors which included the A, B, and M. The industrial designer Raymond Loewy created the ranges stylish appearance. Although the Model M was the largest tractor in the range, it was the Model H which became the best seller. The Model H was manufactured only in America with some 391,000 produced from 1939 to 1953. A total which outsold its nearest competitor by some 100,000 and made it International Harvester's best-selling tractor of all time.

Jack has the Model H set to narrow wheel width.

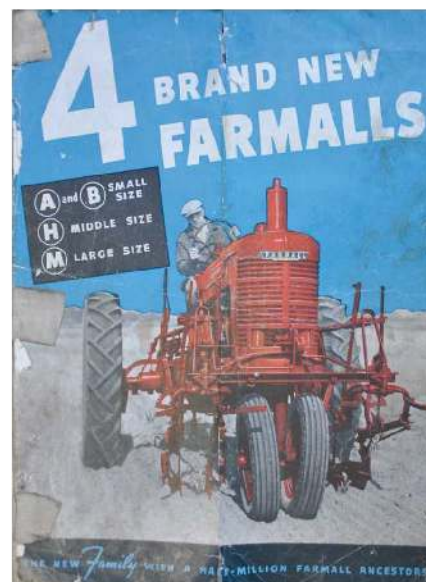
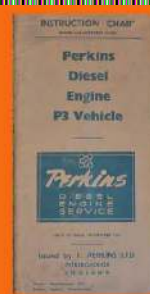


barn stored for some 40 years under a tarpaulin, where he used to often play as a child. He first began tinkering with the Farmall when he was around 14-years-old giving the tractor a basic paint job. Then when he was 16, he rebuilt the engine refurbishing and replacing the piston and liners along the way.

However, it was March 2018 when the Farmall finally came into the garage for Jack to bring it up to its present condition. Jack stripped the tractor and did most of the restoration himself including the engine rebuild, fuel pump, and bearings etc. in the process - everything apart from a bit of sandblasting. He also felt he had more of a free hand to play with the restoration due to the Perkins conversion and added touches like clear lacquering the pipework.

Perkins P3 installation chart

Period literature played a great part in Jack's restoration of the Model H not only through the valuable documents handed down with the tractor but also relevant brochures and manuals gained through hours of scouring the internet. The Perkins Diesel Engine Instruction Chart he says became his "bible" while carrying out the refurb. The fragile document opens out into an invaluable wall chart with vital information on aspects of the engine including sections on the removal of the cylinder head, lubrication, periodical attentions, valve removal, timing, fuel injection and the air cleaner. Not to mention a handy fault diagnosis flow chart.



A precious and crumbling piece of period literature that Jack sourced through the internet.



With the tractor having an unusual conversion, Jack felt more inclined to add his own touches like clear lacquering the pipework. Note also the neat fitting of the adapter plate on the chassis near centre of the picture.



Top coat finished after being stripped down and taken back to metal by hand.
Photo courtesy Jack Ashton



Jack's dad, John Ashton, sat on the tractor with the original engine and also showing part of a belly-mounted beet hoe.
Photo courtesy Jack Ashton

The Farmall farming system

The Farmall letter series of tractors not only created a new look with their styling when they were launched but were also advanced for the time as their sales brochure proclaimed: "Farmall farming marches on with the smooth-flowing, easy operating, economical power of these new Farmalls. Here are tractors whose quality is assured by the performance of half a million Farmalls in the field."

"They are the product of the same experienced engineers who built the first successful all-purpose tractor and its direct-connected machines - the same engineers who have kept Farmalls in the lead for 17 years by constantly building in new values for the users' power dollars. The Farmall system of farming has made farm life easier, and far more profitable, for hundreds of thousands of farmers."

"Farmall H sets a new high for operating convenience, comfort, utility, and performance for all-purpose tractors in its class. It's almost finger-tip control, and its new, large, sponge-rubber upholstered seat make it a pleasure to drive. It is the tractor for that large group of farms known as average."

The sign-writing on the tractor was done by Rob Cooper from Sutterton. The blue ribbon painted on the hood is a nod toward International Harvester who used to do this to tractors when they carried out a full service - a nice touch.

Tyres

As for the tyres, Jack says he gets comments about the rears which are BKT which is really frustrating for him as he can't get hold of the correct Goodyear versions. He said: "The tyres on the machine now are 10-38. Replacing the Firestones that were on it before, also 10-38. But I think to be correct they should be Goodyear. I believe the rims will accommodate wider tyres, but as it was mainly used for row-crop work, I thought it best to keep them narrow. As far as I know, it's always been on tyres."

However, on the plus side, the front tyre is correct to the original. He was lucky to have this thrown in for free with his deal with supplier Tanvik which made up for the price he had to pay for the rears.

He also restored the incomplete Ransomes tool carrier mounted on the Farmall. "The toolbar would have been fitted with a drag and beet hoe," Jack explained. "I think the toolbar colour is correct as there were different colours used for mounted and trailed implements."

Excellent job

Jack modestly says the tractor has been restored to what he'd call "a good standard". He also believes the toolbar and P3 engine conversion sets the tractor apart from other



The driver's platform showing the quality of Jack's restoration.

restorations making his Farmall H a rare tractor. He finished the restoration in June 2019 just missing the Carrington show but hopes to take the Farmall to some shows this year - a tractor well worth looking out for.

Next up on the restoration list for Jack is a Caterpillar D2 belonging to his brother Stuart, which has also been with the family for many years and was stored in the same barn with the Farmall. It is waiting to be stripped down ready for sand blasting and needs work doing to a seized clutch to set the ball rolling.



The Farmall-H with belt pulley and "Lil' All" pump. It is shown with 9.00-36-in. tires on the rear, 6.80-16-in. on the front. Farmall-H regular wheel equipment is with 51-in. diam., 6-in. rim, steel rear wheels with 4-in. spade lugs, and cast front wheels, 22 1/2-in. diam., 3 1/2-in. rim, with 4-in. high skid rings.

The Model H was available on either on steels or rubber tyres. During the Second World War quite a few Model Hs were supplied on steels because of rubber being at a premium.

TractorNews

SHANES CASTLE STEAM RALLY

Something different for the highly successful Shanes Castle Steam Rally this year will be a change from the regular date for the event. In 2020 the May Day Bank Holiday has been moved to Friday, May 8 to celebrate VE Day. Therefore, the Shanes Castle Rally will be open to the public on

Saturday and Sunday, May 9-10. It will be the 20th Anniversary of the rally so expect a great event say the organisers.

Last year a road run marked the start of the event for traction engines and tractors through country roads and on to Antrim Castle Gardens for viewing by members of the public before moving on to Shanes Castle. Attendance was high on the public open days

marked by great displays of steam engines and vintage. The threshing arena spent two busy days showing the skills of the past driven by steam and by vintage tractors. A large area was set aside for classic and vintage tractors with a wide variety of makes and models were on display. For more information on the event visit www.shanescastlesteamrally.co.uk

A 1963 Fordson Super Major and thresher in the demonstration area at last year's rally.



BIDDENDEN BOOST

The Kent County Agricultural Society has stepped up to keep the Biddenden Tractorfest alive, with the event set to continue at the original Woolpack Corner site on August 15-16.

After the 2019 event, Sue Boon, chairman of Biddenden Tractorfest, and the organisers agreed that the event had reached a scale that could no longer be run efficiently by volunteers alone and that sadly it would not be held in 2020. Following talks with the Kent County Agricultural Society, it

was agreed that the society could take on Biddenden Tractorfest, aiming to continue the event keeping its original ideals with existing volunteers still forming much of the organising committee.

The Kent County Agricultural Society already run four agricultural events throughout the year, including their showcase event, the Kent County Show, as well as the Heritage Transport Show.

Julian Barnes, Vice Chairman of the Kent County Agricultural Society, owner of

Biddenden Vineyards and resident of the village said, "When I heard that Sue and all the volunteers felt they could no longer continue to organise Biddenden Tractorfest along its current lines, I knew that we needed to find a way for this important event in Biddenden village to continue. The aims of the volunteers that set up the event are very much in line with the charitable objectives of the Kent County Agricultural Society, so it made sense for the two to discuss the opportunities available."

Sue Boon and her committee have endorsed this move which they feel will offer visitors to the much-loved event an opportunity to enjoy it for years to come. More information at www.tractorfest.co.uk



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Charity ploughing marathon



A 24-hour ploughing marathon is being organised by Dougie McNicoll from Perth & Kinross to raise money for the charity Parkinson's UK Scotland branch, writes *Bob Weir*. The event will take place on March 7-8 at Welton farm near Blairgowrie with kind

permission of the Nicholson family. Dougie will be using his late father's Fordson N and Massey-Harris trailed plough. An auction will take place on the Sunday with all the proceeds going to Parkinson's Scotland. Dougie can be contacted on Facebook: @casedc4dad or tel: 07718162307.

SHOW FOR ALL AGES



The Model Tractor Plant & Construction Show takes place at the Warwickshire Event Centre, Nr Leamington Spa, CV31 1XN on Sunday, February 9. For more information visit www.modeltractorshow.co.uk

The Model Tractor, Plant & Construction Show returns to the Warwickshire Event Centre on Sunday, February 9 for its ninth successful year. Visitors will be treated to displays featuring scratch built, customised and converted models; dioramas; and machinery including fantastic competition entries.

There will also be several magnificent full-sized vintage tractors on display courtesy of the Warwick Tractor & Vintage Machinery Society (WVTMS) and the Friends of Ferguson Heritage. This year the Friends of Ferguson

will demonstrate the versatility of the Ferguson system by having a wide range of implements on display.

Key suppliers will also be at the show giving an ideal opportunity for modellers to view the latest new products, take advantage of special offers and purchase everything needed for their hobby and collections - plenty of inspiration and ideas for enthusiasts of all ages. Members of the Tamiya Truckin Club will also show fantastic live action at the show demonstrating and driving their 1:14 and 1:16 scale radio-controlled model construction vehicles.

Snippets

Aiming high

► To celebrate the 75th Anniversary of VE Day. The organisers of the Stebbing Vintage & Classic Tractor Road Run are hoping to attract 75 tractors to take part in this the 7th year of the event. This year's event on Sunday, May 10, will again start and finish at Brazenhead Farm, Oxen End, Little Bardfield, Braintree, CM7 4PT by kind permission of David Hunt. The organisers are already exploring new routes that haven't previously been used for the event. All proceeds from the run will be donated to the Essex Air Ambulance. For more information, email: dickhughes63@btinternet.com

Lechlade latest

► The 6th Lechlade Annual Vintage Rally & Country Show will take place on May 23-25 at Langley Farm, Langley Lane, Clanfield, OX18 2RZ. The organisers now have a bigger field and can offer camping facilities at £10 per night and includes free entry to the rally. Expect tractors, classic cars, classic motorcycles, commercial vehicles, miniature steam and much more at this year's show. For more information, tel: 01993 843221.

Sealey's sale

► Sealey's New Year Sale promotion is valid to the end of February 2020. It is packed with great offers and discounts up to 71% off list price. It contains more than 400 products across 40 pages. Check out the SA154 Heavy-Duty Air Angle Grinder, with a saving of 55%, or the AK285D Multi-Colour Socket Set with 64% off list price. There are some great savings to be had. Also, enter Sealey's latest competition online for your chance to win a rechargeable floodlight and inspection lamp docking station kit worth over £160. Simply register or sign in to their website to enter. For more information, visit sealey.co.uk

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RALLY REFLECTIONS

Peter Love reflects on decades past and the 2019 rally season and looks at some of the older tractors seen at these events in the UK and Ireland during the year.

WORDS & PICTURES Peter Love

PART ONE

Having attended events since 1954, I have seen the steady climb of the tractor preservation movement attending steam rallies and county shows which started with the Power Farmer veteran tractor displays in the Fifties.

The norm

However, it was 1966 when preservation tractors, particularly veterans, became a norm at various rallies. And as time went on vintage and classic tractors joined in, which lead to the heady heights of the early 2000s.

Unfortunately, with legislation, Health & Safety, insurance and other cost issues and the gradual decline in volunteers, things are not what they were on the rally scene today. To add to this there are hardly any young people coming through to take our place in the future.

Apprentices

On the other side, some events are becoming unviable because punters are not coming through the turnstiles. I remember the vast circuit of steam vehicle rallies we travelled around in the South East starting in late May until October particularly in the Seventies and Eighties, which was the height the steam rally scene. Today there is only one event left from that circuit - the Kent County Agricultural Society's July Kent Show.

Interestingly, on the steam scene today which is very much intertwined with the tractor movement young people are coming through. This is partly because of what the National Traction Engine Trust's very active and successful Steam Apprentice Club has achieved. Unfortunately, in the tractor movement, we have not yet encouraged the younger element successfully enough. It's a

JANUARY

Many headed to the Somerset Vintage & Classic Tractor Show at the Bath & West Showground near Shepton Mallett on January 26-27. It's a great winter show with a fine atmosphere with lots going on. The organisers feature a different make each year and it was IHC in 2019.

There was a good range of the make with Mogul 10-20 and the more popular Titan 10-20 leading on to the International 10-20 one from 1928 and the other 1930 that lead onto the Lowey styled range of IHC family. This charity event was able to give £10,000 even though their show costs had increased.



At the Somerset Vintage & Classic Tractor Show, the International 10-20 Mogul and the more popular Titan 10-20 set the display off well.

dilemma I don't have the answer for, but the fruits of the Steam Apprentice Club have borne so much.

Working events

Various tractor clubs stage working affairs and they try so hard, but the public never come in great numbers from my eyes and they do not get classic tractors for one reason or another. Many of our ploughing matches

are not like they were and the one that stands out is the Irish Ploughing Championship where some 350,000 people annually attend. However, being out in the fields with the old tackle cannot be beaten I feel.

The future is certainly working events, and that is very much the way it is in the Republic of Ireland as well, especially if the event is for charity and the same with our road runs.

FEBRUARY

Tractor World, Malvern was on February 23-24 and in good dry weather. Just some highlights were an excellent Porsche tractor display and some really good original Fordson Standard's as well as Internationals. Overall, an excellent show with a very good crowd and the largest amount of tractor trade stands at any show during the year and a fine model section.

RIGHT The Porsche Allgaier display was one highlight of the Malvern show and they are set to return with an even bigger display in 2020.



On the Leyland Nuffield Marshall Club's stand is Graham's Nuffield M4, the oldest known example (number two off the production line) that was supplied new without hydraulics and is at this moment being rebuilt by David Aylward who started on it during January 2020.

MARCH

I so looked forward to my trip to Scotland and the Royal Highland Showground at Edinburgh, Scotland on March 23-24 for Tractor World, Scotland. The 2018 show had been a great success apart from lack of catering units. The show moved into the bigger hall and there were some great exhibits and plenty here for a second show. People were expecting a Malvern or Newark size show, but these shows don't get there in just two shows. But at least the catering was so much better.

Sadly, in 2019 it was with deep regret that the East Riding Engine Club's famous Driffield Steam & Vintage Rally which had been going on since 1999 decided at its November AGM that it had held its last rally. It was a great event and the Saturday evening parade was also very popular with lots of town tourists coming just for that.

The rally had relied on voluntary efforts of club members with support from their families. This, in fact, represents a year-round commitment and with an ever decreasing circle, there is a heavy workload on those who are left. Harold Bell the club chairman said it was not an easy decision to make although the East Riding Engine Club will continue socially and welcome new members.

Another casualty

On top of that, the Belper Steam & Vintage Society's rally in Derbyshire which was cancelled over bad weather has also closed its doors. The committee thanked visitors, sponsors, advertisers and helpers both past and present with a special thanks going to all who exhibited at the event past and present.

As for the 2019 season, the weather was generally very good compared to some years, but some June, late July and many August events suffered weather-wise as did late September and October events. As expected, the crowd at the 51st Great Dorset Steam Fair 2019 event looked considerably down even though it was a much better event. It had great weather, easy to get and



Prize-winner at Detling was this Fordson N from the Harvest Gold period and features Firestone enclosed pattern tyres.



The star at Detling was the London Transport Museum's genuine tram shunter, which was fully illustrated in the marquee celebrating 90 years of the N.



The original pre-war style Roadless Fordson N with two roller track frame with front-wheel extension at the Heritage Show, Detling last April.

the 'Lincoln Engines' feature was superb. However, the big hit over the late August bank holiday weekend was the Shrewsbury Steam Rally, Onslow Park, Shropshire with a great crowd both days.

Optimistic note

But rallies still have their place. We should all go out and support them and offer help in some way or other, particularly for some legitimate charity just to keep our superb movement going. Here is a short appraisal of what went on during 2019 looking at some of the older tractors we are concerned with along the way.

APRIL

The annual Kent Agricultural Society's very successful Heritage Show took place on Saturday, April 6 at the Detling Showground. It saw over 1000 exhibits and a celebration of 90 years of the Fordson N. Under the Ford & Fordson Association tenure some 53 examples were assembled including various very interesting industrial examples including London Transport Museum's tram shunter. It had such an interesting life and the volunteer London Transport Museum staff have restored it well. It took to the road around the site here. Sadly, the rain came at 1.30pm, but even so, some 5000 plus punters attended the event.

Easter Saturday, April 20, saw me heading to the Great Central Railway

Woodhouse and Quorn railway station and their Easter Rally in wonderful weather. There were several tractors here with lots of people and so much more. I then travelled up to Wakefield for Joanne Bulmer's Priory Rose Vintage Group superb 2019 National Road Run. It was to raise over £18,000 for Yorkshire Air Ambulance starting at the Water Tower Field, Ackworth.

I didn't realise that across the road from this site the estate was owned at one time by Quaker John Fowler of steam plough fame. The road run was excellent with no off-road as such, but the 340 plus tractors that took part were very well restored or clean original. It was a very high-class affair and very well organised by Joanne and her team and set new standards for this traditional event.

MAY

There were various events to attend over the hectic May Day weekend, but the rally I attended the NT&EC Stradsett Park Vintage Rally near Downham Market, Kings Lynn, Norfolk. Gordon Carson and his NT&EC team have made this event a wonderful success. It has some fantastic tractors of all ages and especially early ones that Gordon specialises in. It is well supported by all the major clubs and held in a great atmosphere, but there is so much else here as well. The price to get in is very inexpensive and good value for money for a family and comes recommended.

At the end of the month, I was back in Norfolk at the excellent revamped (thanks to Mike Curtis) Strumpshaw Rally over May 25-27 near Norwich. I like the museum and the tractor display here is growing again. There is plenty to see and do including many trade stands and a good beer tent they tell me. It's an event I recommend.

I travelled up to Carrington Rally for their anniversary event. Lots of people support this rally through thick and thin which has seen regeneration over the last seven years. There were lots to recommend. For the early enthusiast, there was plenty here particularly the display of British Wallis and they were all here, that is the only ones in the UK (Sunday only). Malcolm Robinson does a great job in searching the tractors out, but besides this, there were lots of agricultural nostalgia with dioramas created by many of the leading clubs making this event very special.



Gerald Seeley was at Stradsett with his Saunderson G looking very original and just as it would have worked on the farm.



Colin Lewes recently purchased original Massey-Harris 25 looks the part with its French and Hecht wheels at Carrington.



Norfolk was a good area for Marshall products with this 12/20 M with winch pulls up in front of us at Stradsett.



Alan Sale was down from Staffordshire with his 1924 Fordson F with Athens disc plough at Stradsett.



Looking good is the Fordson F with early Irish long wing and all part of the Carrington rally.



The ex-Paul Rackham John Deere R at the Strumpshaw Rally; it was the first type of diesel-engined tractor John Deere produced.

DREAM DAVID

Reader's Restoration

This reader found the tractor of his dreams a 1954 David Brown 30C, but its restoration bordered on a nightmare at times.

John Garlick had been searching many years for the right tractor to have fun on tractor treks. Finally, in 2014 he found what he wanted, a David Brown 30C, which like the early examples, had Cropmaster tinwork and double seat. He and his wife, Dee, had looked near and far and yet found it just 8km from their home in Coopers Creek NSW, Australia.

Condition

"Once home it was a case of looking deeper to see what it was we really owned," explained John. "The bare-bones were good, but the engine oil pressure was poor. The tinwork had a small amount of rust but was an easy fix. However, one guard had a lot of wrinkles in it possibly from a meeting with a tree.

"It also had an issue on the front axle as a solid metal stopper for the steering lock was missing on one side of the kingpin and if you forgot and over-steered then you were in a permanent right-hand turn.

"After some adjustments to brakes, clutch and a tune-up, it was at a level to have some club registration put onto "David" as we had named him. He passed inspection, and we attended the local treks. All the time he started well, drove well, but I could not take my eyes off the low oil pressure. It would start up at around 15psi but once at running temp would drop down between 5 to 10psi and this scared me. Some members suggested this was enough as I wasn't ploughing, but to me, it was not good enough."

Big positive

"An engine rebuild was on the cards in late 2015. Here in Australia, we have limited access to David Brown parts, but I was fortunate to find David Brown Parts UK online. There are not enough positive things you can say about the dealings with this wonderful company and I still order



David had an issue on the front axle as a solid metal stopper for the steering lock was missing.



The tractor was stripped down as far as possible before the engine was removed.





The tractor as delivered – now for a closer look.

my parts direct from them for David as required.

“I stripped down the engine as much as possible while in the chassis. The head was off first and all the rocker gear and manifolds, starter, dynamo, distributor, water pump, radiator and so on. I’m sure

that those reading this know all about the procedure. Then it was time to remove the fuel tank, steering box and top section of the bell housing to remove the clutch. I was shocked to find that the tractor did not have to be split to remove the clutch and what a simple idea and task it was to do, but I admit



The left-hand-side reduction gear housing with original bearings.

it seemed a bit of a juggle to get the pressure plate out. Then the engine was lifted out.”

John was then at the point to order all the parts required for the rebuild. While he waited for them to arrive, all the engine parts went to the engineering shop for cleaning and have the old liners out and some surfaces trued up ready for the new parts. The manifold had to be resurfaced “as it had more dips in it than a roller coaster,” he said. Once the parts arrived, the liners were pressed in, rings on the pistons and assembly could almost start but first, the block had to be lifted back into position after the crankshaft had been installed with new bearings.

Start-up

Bit by bit pieces were put back into place along with a new clutch assembly. In went the pistons and cam and all the other parts and finally on with the head. “Eventually it



LEFT: David parked in front of a Jacaranda tree in early bloom in John’s local State Forest an 8km drive away. It certainly is a pleasant drive for John and Dee to have a picnic every so often.



The oily shoes clean enough to replace the linings.

was time to do a start-up and give it a run in the backyard," said John. "Straight into life it went, brilliant oil pressure bordering on being a bit high, but ok and a nice smooth-running engine.

"Now we had a good solid running engine with a new clutch assembly, it was time to improve the stopping department. The brakes on David would always work but not as well as I thought, and there was also another issue I wanted to fix and that was a broken bracket that holds the cross shaft in place.

"First job was to get the brakes done. Once out, I understood why they were not so effective - oil was the culprit and plenty of it. This meant the old seals were past their 'use by' date and new ones had to be installed. A member of the David Brown Tractor Club Forum in the UK suggested that on the main axle to not just replace the existing seal but to fit two seals of the same size. With that point taken I also intended to fit what we call a 'speedy sleeve' made and sold by SKF Bearing company.

"These are thin sheet metal sleeves made to fit over the area where an oil seal would normally fit and leave you with a nice new smooth surface for the new oil seal to run on and not the possibility of running on a ridged surface and chew out the new seal. I bought enough of the right sizes to do both main axles and both stub axles. All the bearings were in fine condition, a testimonial to the high-quality David Brown used, and of course to all the owners who during its life maintained the oils correctly. With this done, the new brake linings were fitted and everything re-assembled.

Donor tractor

"During this time as I only worked on David in my spare time, we went to a rally



Strip down on the right-hand side and some very oily brake shoes.



David's face, with the Super Cropmaster vertical badge and reproduction headlights.

and took my wife's Little Grey Fergie out for the weekend. At the rally, another member approached us asking if we wanted a Super Cropmaster. I politely declined at first, but Dee suggested that maybe it wouldn't be such a bad thing just in case it had some spares I might need. After some negotiation later we ended up bringing it home.

"The tinwork on the Super Cropmaster was far better than that on the 30C so I swapped the tinwork to save me time when it came to painting. Close inspection of the front axle proved to be a very viable option for a swap. So, I had a front axle with the

steering blocks welded in place, good stub axles and very good front tyres on Dunlop rims so this was swapped over and then it was time for the cross shaft bracket to be changed over. The Super Cropmaster was assembled using the 30C tinwork and broken cross shaft bracket and was then sold off in running order, but with an engine that would benefit from a rebuild."

Tinwork

Next up for David was the painting. A mobile sandblaster was found who did a reliable job, then John set about making

The original alloy bonnet badges from the 30C, John spent hours filing them smooth and repainting by hand.



the tinwork smooth again. He explained: "Yes, it is a tractor, but I was aiming for a finish that would appear nice and straight so that the gloss of the paint would do it justice. For tinwork that appeared to be fairly good, I ended up using close to five kilos of body filler to make it straight. The next day I started applying coats of primer to the bare metal.

"It had taken me some time to find the paint code here in Australia for the colour 'Hunting Pink'. Everyone had heard of it, but no one had the recipe to make it. Eventually, I found a paint shop that knew the colour and did the mix to make it in two-pack paint for me. So, with my paint now ready it took around five different spray days to get it all done.

"Now it was time to put David back together again. I put all the bolt-on parts back on to the engine and that was ready for the start-up once I had the fuel tank back on. With that in place, I started David up - he ran rough then smoothed out after a while but there was something not quite right. I put David's 'face' back on, which to me is his grille. With the vertical grille badge from the Super Cropmaster and his new aftermarket headlights all polished or painted up, I sat it in place and was very happy with the look. I put the gauges back into the dashboard and fitted it up and then on went the bonnet and scuttle plate. The bonnet did not quite fit but with some minor adjustments, I got it in place.

Rally ready

"Next were the guards, I had bought a set of lights that were for a Massey Ferguson, but these had been made to be a stop tail light which is what I wanted. The lights were painted and fitted along with the guards



The aftermarket Massey Ferguson tail lights. They have been wired so they are now a stop tail light which caused a huge discussion on one forum John visits as it was understood that these are tail lights only.

now in place. We now had something that resembled a tractor. The Super Cropmaster came with some homemade side covers, so I fitted them up with new aftermarket catches and put them in place.

"I was in a hurry to get this finished for our club rally the Rusty Iron Rally at Macksville, NSW and I wanted to take David up for his big debut along with a stationary engine on the carry-all to put into a world record attempt for most stationary engines running at one time. Our club smashed this record which now stands at 333 engines running at once. At the rally David continued to run rough and no amount of tweaking was working but at least most of the day he sat there looking pretty and he got a lot of nice comments.

Running fault

"Then it was time to sort out why it ran roughly. It ran beautifully before I stripped it down and now it doesn't. I went straight to the fuel supply and found some rust in the glass bowl. So, I emptied that, removed the carb and checked it out for any rust inside and put it back together. I turned on the fuel and more rust came through. This was not good. I rolled some fine mesh into a barrel shape and pushed it into the fuel line

and made it high enough to be well above the bottom of the tank, but this was no longer working.

"The problem now was to remove the tank and clean it out properly; but with the tanks, on one, you can get clear access to the inside and that was the original petrol side but the TVO side has a long filler tube welded in place from the top to around halfway down. This makes it impossible to tip the tank upside down to empty the rust.

"I tried flushing it out with water and draining it through the fuel outlet hole and got some, but not enough. Then I tried high-pressure air and got more out but there was still more there. The next plan was to buy a rust repair kit for the tank. I settled on an Australian-made kit called KBS. It is a three-step process, step one is to 'de-gas' the tank and clean the surfaces inside. Step two treats the rust and converts it to be stable. Finally, step three is the coating to be poured inside and rotated all around to coat all sides and the top.

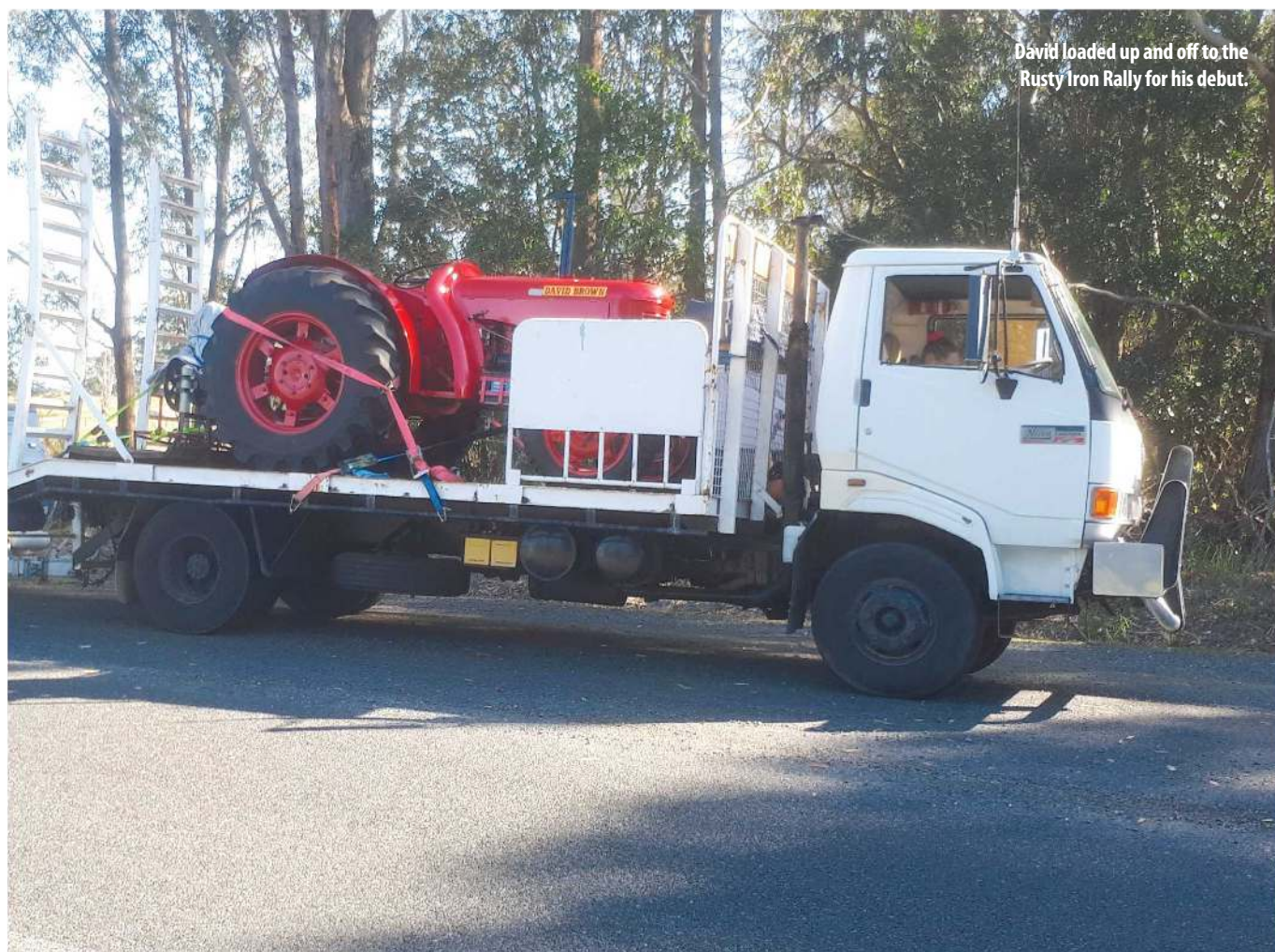
Magnet

"After step two there was still some loose rust I had to get out and a forum member suggested using a magnet. Bingo, all loose rust is gone, and the coating done. As the

coating was drying, I had the tank sitting on a portable table and I went inside for a cuppa and heard a loud bang. The wind got up and blew the tank off the table and made a mess of the top-coat paint on the outside of the tank. Words failed me, except the ones that should have failed me, and I think anyone within earshot got a good idea of what had just happened. So the next day was spent preparing the tank for yet another coat of Hunting Pink.

Everything was put back together and the engine still ran rough. I tried new spark plugs, HT leads, points, condenser and even a coil - all to no avail. I even double-checked the timing with the rocker cover off and checked the tappet settings and stripped the distributor to check the bob weights were free to advance the timing as required, all good. Back to the carb and I would get initially no or slow fuel supply which a new cork gasket in the fuel tap fixed.

At this point, I had the carb off and began a study of it in every minute detail from jet size to needle and seat. In fact, I checked it so many times I now consider myself to be the fastest man on earth for removing, stripping and fitting a Solex FV 30 carb onto a 30C tractor. However, I got it running properly in the end.





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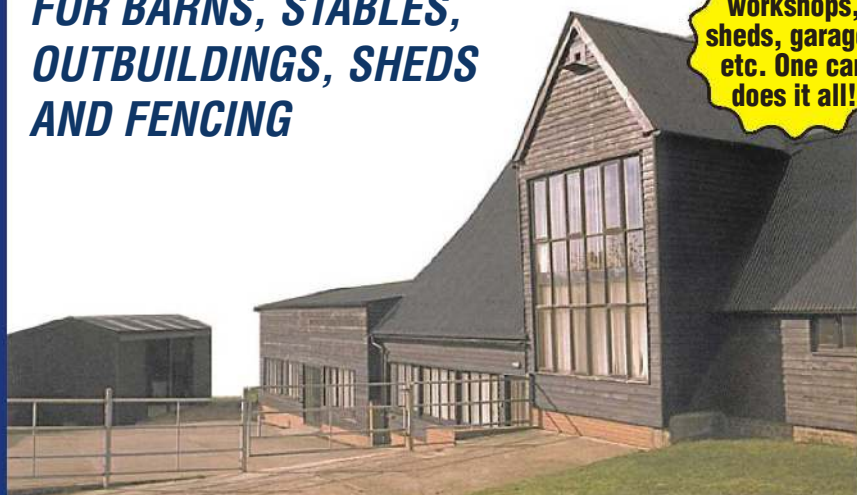


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WORDS & PICTURES

Dave Taylor

Fordson E27Ns were the last thing on **Dave Taylor's** mind in the early days, but then the collecting bug struck now he can't get enough of them and tells us about his latest addition, an E27N Major with rotovator.

I grew up with E27N Fordson Majors. My dad bought a new one in 1948 before I was born. We still had it on the farm when he retired in 1971 and it was sold in the farm sale.

Slow start

It made the princely sum of £50 and I wasn't sorry to see it go. The man who bought it hadn't got a clue how to start it and I had to show him the little tricks we used to get it going. The main one being to wind and wind until eventually it fired and ran smoothly. So, was it any wonder I was in no hurry to reacquaint myself with another E27N?

That was before I caught the tractor collecting bug and, after finding all the E1A Diesels, it was inevitable I would have to find an E27N. I was lucky and, although it needed work, the first one I found turned out to be a beauty. It starts on the fourth swing every time and is so good I sometimes start it for fun. Unbelievable, when I think back to the hours I spent trying to start my dad's exercise machine.

Perkins L4

Well, one led to another which I bought on eBay and then when I got there to pick it up, he'd got two for sale. It seemed a shame to separate twins so now I'd got three! The next one came along because I'd got a good P6 engine that needed a home. I found a seized up E27N with a P6 in it and did the deal, brought it home, fitted the engine and gave it a tidy up and three became four.

That seemed like enough but, when I was 16, I'd come across a Perkins L4 E27N which I'd never forgotten but hadn't seen one since. But you've guessed it - I found a seized up one and that joined the collection. It took a while to free it up and get it going, but we did it and now I'd got five - two diesels and three petrol/paraffins.

Oh, I forgot to mention the four and a half scrappers I'd gained along the way. They were cheap - scrap money - so I really couldn't go wrong and definitely wouldn't want any more, would I?

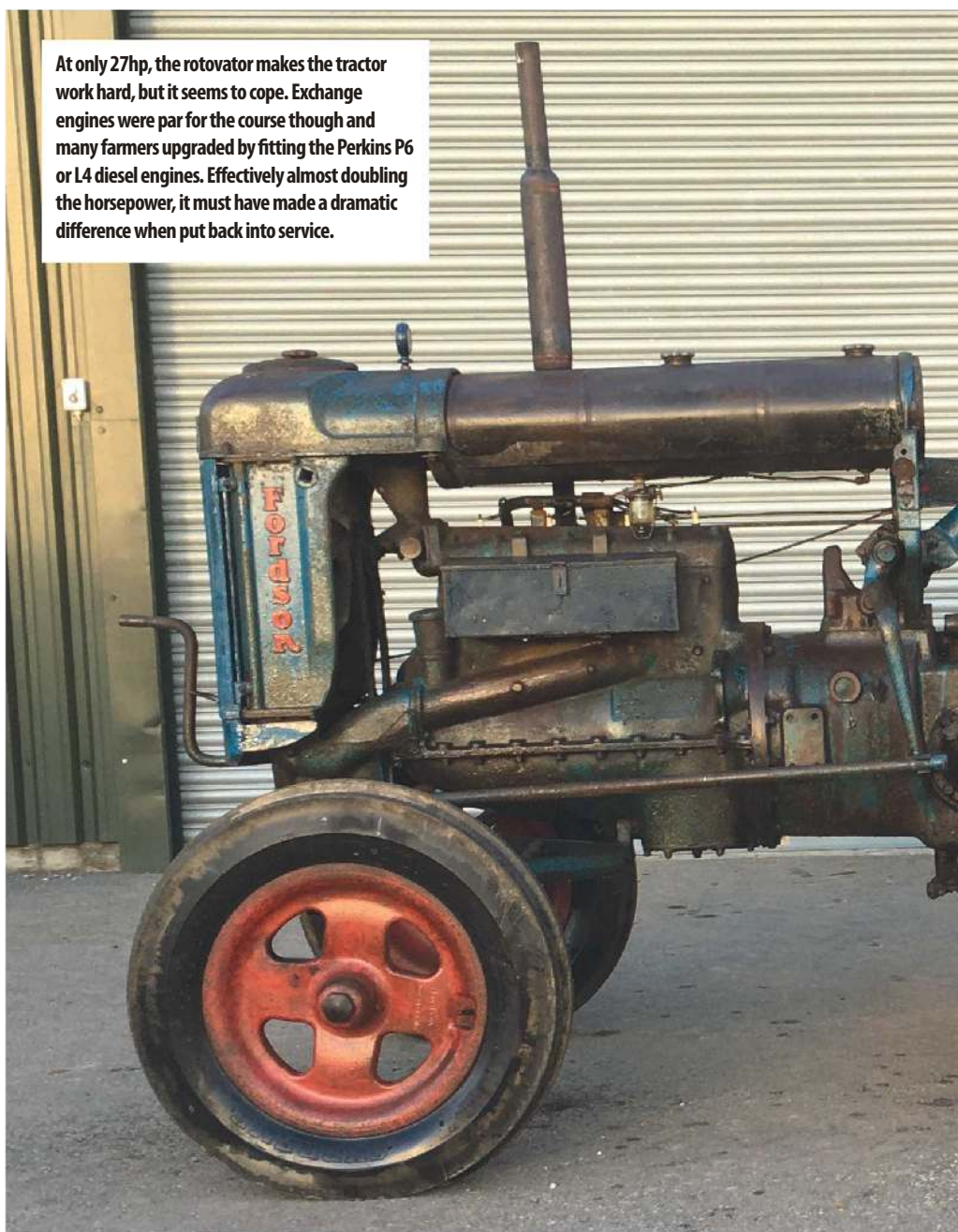
Unusual

I've been an eBay fan for years and have spent hours poring over the selection of good and not so good bargains, but just recently, I've been attracted to the deals on Facebook. There are some real bargains to be had. The main reason is that no matter how cheap it is, nobody seems prepared to

pay the asking price and they compete to see how ridiculous they can be with their offer.

One such lot was an E27N that looked quite tidy, had reasonable tyres and the description said that it started and ran nicely. I could probably have ignored it but for the fact it was also fitted with a Howard

At only 27hp, the rotovator makes the tractor work hard, but it seems to cope. Exchange engines were par for the course though and many farmers upgraded by fitting the Perkins P6 or L4 diesel engines. Effectively almost doubling the horsepower, it must have made a dramatic difference when put back into service.





For the moment, I've just given it a wipe over with an oily rag. At some time in its life, it's been painted but in the wrong shade of blue so, I might do it properly when time allows.



The rotavator was built by Howard and is permanently fitted to the tractor. I've got another one that is more or less identical but has a different drive.



The Fordson Major was the tractor I grew up with. We had three of them, but none started and ran as well as this one.



Dave's Tractors

Rotavator and the unusual thing about it was that the drive was taken from the pulley. I'd seen the drive taken forward to a winch but never backwards. Why would you? The tractor was fitted with a PTO so why not use that?

Checked out

I couldn't resist something so unusual, so I offered £300 less than the asking price, the reason being that it was over 300 miles from home, and I'd got to get it back. The response was almost immediate - another £50, and it was mine. So now I'd got six.

It took a while before I could get there to pick it up - cellulitis had laid me up for a month - and I pre-warned Adrian, the owner, that I'd be there on one of two different dates. On the first specified day, I called him as promised to say I was on my way. He seemed surprised I'd be turning up as promised and said, "I haven't had a chance to get it out or check it over yet".

That was no problem as far as I was concerned. It would give me every chance to see how good the starting was and spot any more problems before they were concealed.

Smooth running

We got to the field where the tractor was kept, and I could see it hadn't been touched for weeks. The engine was sheeted down so, while I took the sheet off and folded it

up, Adrian put some petrol in. He turned the petrol on and walked to the front. He pushed the handle in, gave it a half-turn and the engine fired. He did the same again, and it was away. A quick adjustment to the choke and it was running as smooth as you like. I'd never seen one start as easy as that.

I drove it on to my trailer and, while I was strapping it down, Adrian told me more about it. The tractor and rotavator had been bought new in 1949 by a neighbour of theirs. In 1959, the neighbours had retired, and Adrian's dad had bought it in the sale, brought it home and that's where it had been ever since. Only two owners in 70 years and the last one had kept it 60 of them.

Magnificent seven?

Now you might think seven E27Ns is enough for anyone, but I've been looking at my pile of scrappers. I know there's a good engine in there and at least one high-top back end so it seems a shame not to salvage at least one of them. Number seven is on the way.

One last thing. I had a brilliant idea a while ago that I'd fit a 4D Major engine into an E27N and started to build it. However, after getting the two Perkins-engined one's going, the exercise with the 4D seemed pointless so I dragged it all out and most of it is now in the spares pile.

My spares pile contains more than E27Ns though and I've dragged out an E1A back-end. Now then, how about a six-speed E27N with a 4D engine? Watch this space and I'll tell you all about numbers seven and eight.



The power drive comes from the pulley instead of the PTO on this one. It's an unusual set-up and not one that I've seen before.



The drive unit replaces the belt pulley completely. I've seen them going forward to drive a winch but never back under the axle like this one.



This tractor came with all the original documents and, although it's now 70 years old, I'm only the third owner.



The toolbox on the E27N Major was and still is one of the roomiest I've ever seen. Big enough to carry a grease gun and a decent selection of spanners (and keep your pasty warm) today's manufacturers could learn something from its simplicity.

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NEW BOOKS

100 YEARS OF CONVERSIONS

We preview the book *100 Years of Fordson, Ford and New Holland Tractor Conversions* which was launched at the Newark Vintage Tractor Show last November.

WORDS & PICTURES Jonathan Whitlam

100 Years of Fordson, Ford and New Holland Tractor Conversions



Last year saw the 100th anniversary of Roadless Traction, a company that converted a huge wealth of different vehicles and makes of tractor into crawlers before becoming most famous for its four-wheel drive conversions of Fordson and then Ford tractors.

Being founded in 1919 makes Roadless one of the oldest businesses to make a living from converting Ford tractors although it actually took until 1930 before Roadless made a crawler version of a Fordson.

This book celebrates over 100 years of conversions based on Ford and New Holland tractors and is designed as a companion volume to the previous *100 Years of Fordson, Ford and New Holland Tractors* published in 2017 by the Blue Force Club. It follows exactly the same format as the previous volume and we travel through time with each Ford tractor model and then the conversions based on it, starting with the Fordson Model F and finishing with the latest New Holland T8. This is a picture-led book with well over 1400 photographs, most in full colour although a few fascinating archive black and white shots are also included.

The very first conversions of the Model F were based in North America although British firm Muir-Hill was soon getting in on the act. Many of the American conversions are quite obscure to European eyes and this makes the first section of the book, dedicated to Fordson conversions, that bit more fascinating than perhaps you might at first expect.

Evolution

Part One follows the evolution of the Fordson up to 1964, with the many County and Roadless crawler and four-wheel drive machines based on them, as well as the loading shovels, cranes and railway buffer tractors built by the likes of Muir-Hill and Chaseside. We also see the rise of the Doe Triple-D and the articulated Matbro Mastiff. There are also less well-known conversions by several manufacturers, including a special narrow version of the Dexta built in the Netherlands.

Part Two of the book is based around the tractors that carried the Ford name and is the largest section - not surprisingly! It begins with the six-cylinder Funk conversions of the American built 9N and the tractor family that evolved from this model before moving on to the 1000 Series launched in 1964 and built at Basildon in Essex as well as in Belgium and the US. This range saw the real explosion in four-

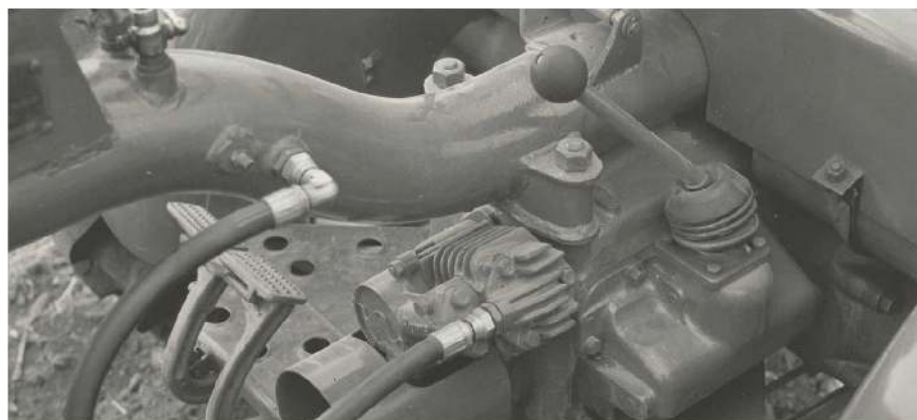
WORDS AND PICTURES Mike Williams

Machines that made history

DAVID BROWN 2D

The David Brown tractor success was based mainly on popular, big-selling models and the 2D tool carrier tractor with its small size and modest sales volume is sometimes overlooked.

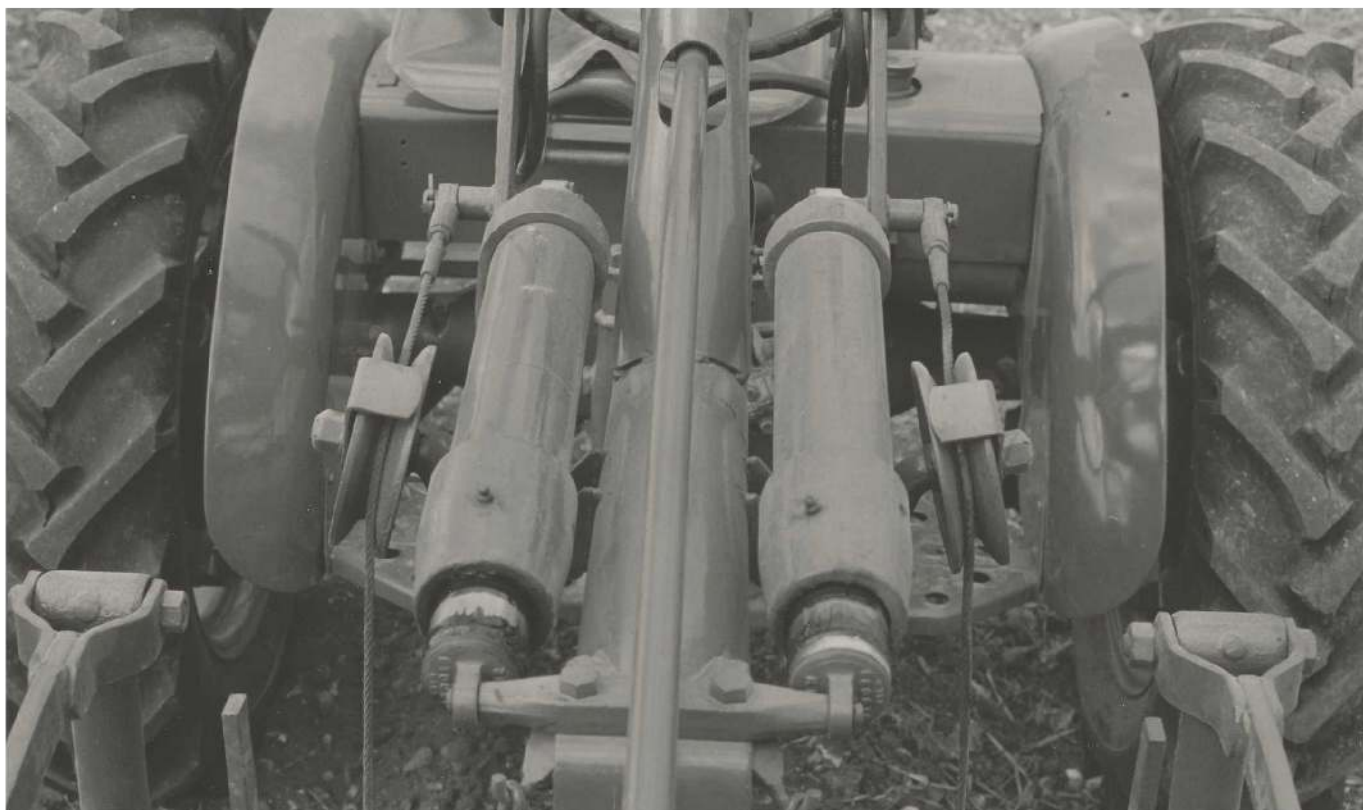
David Brown built just 2008 of the 2D tractors, averaging fewer than eight per week over the five-year production period, and this was at a time when the tractor market was expanding rapidly, and David Brown was becoming established as a major manufacturer with an international reputation. It must have been a disappointing result for what was probably the most advanced tool carrier tractor available at that time, with innovative design features that emphasised the company's engineering capabilities.



The 2D engine powered a small compressor to operate the pneumatic lift mechanism.



The 2D tool carrier was designed to work with mid-mounted implements.



Two air-operated rams operated a cable system for raising mid-mounted equipment.

Expertise

David Brown history started in 1860 as a Yorkshire based engineering business which later became a leading manufacturer of gearboxes and other power transmission systems. It was the gearbox expertise that brought the company into tractor production in 1936 after they had formed a partnership with Harry Ferguson.

Ferguson began developing his ideas for an improved system of implement attachment and control in 1917, and this later became one of the most important advances in tractor design. By the early Thirties, his Ferguson System was ready for production, and he built a special tractor to demonstrate the benefits of the three-point linkage. A gearbox for his demonstration tractor was ordered from the David Brown company, and it was this contact that resulted in the partnership agreement with David Brown building the new Ferguson Type A tractor while Harry Ferguson retained firm control over design and marketing.

Challenges

Although David Brown's arrival in the tractor industry in 1936 became a long-term success, there were major problems during the early years. The problems included disappointing sales for the Type A tractor, causing friction between the



A later version of the 2D equipped with the rear implement attachment introduced in the 1958 update.

partners as well as a costly build-up of unsold tractors at the factory. This was followed by Harry Ferguson's decision in 1938 to abandon his link with David Brown and the Type A tractor and form a new partnership with Henry Ford, which left David Brown with a stock of unsold tractors to be disposed of at a reduced price. Another setback occurred after the David Brown company announced their own new VAK 1 model in 1939, as this was followed by the start of the Second World War which caused production restrictions until 1945.

The problems would have discouraged many companies, but David Brown - later

Sir David, chairman of the company that shared his name - was not deterred and the engineering and financial resources were available to cope with the setbacks and continue the tractor development programme. Post-war production began in 1945 with the VAK 1A, an improved version of the previous model, and the first really big success arrived in 1947 when the Cropmaster was introduced, achieving almost 60,000 sales.

2D revealed

Cropmaster production ended in 1953, and the models that followed included the 2D tractor that was announced at the

1955 Smithfield Show in London with deliveries starting early in 1956. Tool carriers are a highly specialised type of tractor designed to work between the rows in crops such as sugar beet and vegetables, and it was a surprising choice for the David Brown company which was achieving most of its sales success in the mainstream tractor market. The project had been approved by the David Brown management following market research that predicted a big expansion in tool carrier tractor sales, and 2D development work had started in 1948.

David Brown was not the only company taking an optimistic view of the demand for tool carrier type tractors during the post-war period. At least five UK based companies had already moved into the market, including the Bean tractor available from 1947. The Newman three-wheeler and a four-wheeled tractor from the Opperman company arrived in 1948 followed by Byron and Garner models in 1949. The tool carrier market also attracted interest elsewhere in Europe and particularly from Germany companies, with Lanz introducing the first of their versatile Alldog tool carriers in 1951.

Another development that perhaps encouraged David Brown's decision to develop a tool carrier may have been the 1947 announcement in America that Allis-Chalmers had introduced their Model G tool carrier. The Model G, powered by a rear-mounted 10hp engine, became one of the most popular tool carriers with sales totalling about 29,000 when production ended in 1955.

Distinctive design

One of the most important design features for a tool carrier type tractor is the ability to work with mid-mounted implements between the rows of crop plants, and this demands a clear view from the driver's seat to maintain precise steering control. Some of the tool carriers were built on a simple rectangular frame made of angle iron, but the David Brown engineers chose a completely different approach, basing the 2D on a steel tube. The tube, running from front to rear, provided the tractor's structural strength, but it was also the container for the compressed air supply that operated the implement lift mechanism. On some tool carrier tractors, the implement lift mechanism was still manually operated, and the pneumatic system on the 2D for raising hoes and other implements was a big advance in ease of operation. The implement attachment, lift



mechanism and PTO were provided for mid-mounted equipment only when the 2D was first introduced, with the ability to operate both lift arms together or to raise and lower either of them independently. An updated version of the tractor produced from 1958 could also be equipped with a lift mechanism and PTO for rear-mounted implements.

Power unit

Another advanced feature on the 2D was the diesel power unit. By the mid-Fifties, diesel power was becoming increasingly popular on farm tractors generally, but spark ignition engines were still virtually standard equipment to meet the low horsepower requirements for tool carriers. David Brown chose an air-cooled diesel engine with an unconventional two-cylinder engine to power their new tool carrier. The standard specification included hand starting, with an electric starter available

The 2D tool carrier was designed to work with a mid-mounted toolbar up to about 10ft (3m) wide.

on the options list, and the power output was 12hp when 2D production started, but the figure was increased to 14hp after the 1958 update. The power was delivered through a four-speed gearbox and the engine also powered a compressor that supplied the air pressure to operate the implement lift cylinders.

The optimism that had encouraged David Brown to develop the 2D proved to be misplaced. The sales expansion failed to materialise as many of the potential tool carrier customers chose tractors that offered greater versatility, and the decision to end 2D production came in 1961. In commercial terms, the 2D venture was not a success for David Brown, but it produced a highly unconventional and advanced tractor, and the few survivors often attract special interest at vintage events.



Unusual design features make the 2D an eye-catching exhibit at vintage events, like this example at a Woolpit Steam rally in Suffolk.

Press reports in the *Farm Implement & Machinery Review* of 1950 claimed the performance of the new Farmers' Boy combined motor cultivator and light garden tractor was "astonishing in view of its size".

The Farmers' Boy had been through extensive testing before its launch and was claimed to be suitable for any smallholding or land of from 15 to 20 acres. Manufactured by Raven Engineering, Kingston-on-Thames the cultivator was marketed in the UK by Messrs G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Surrey.

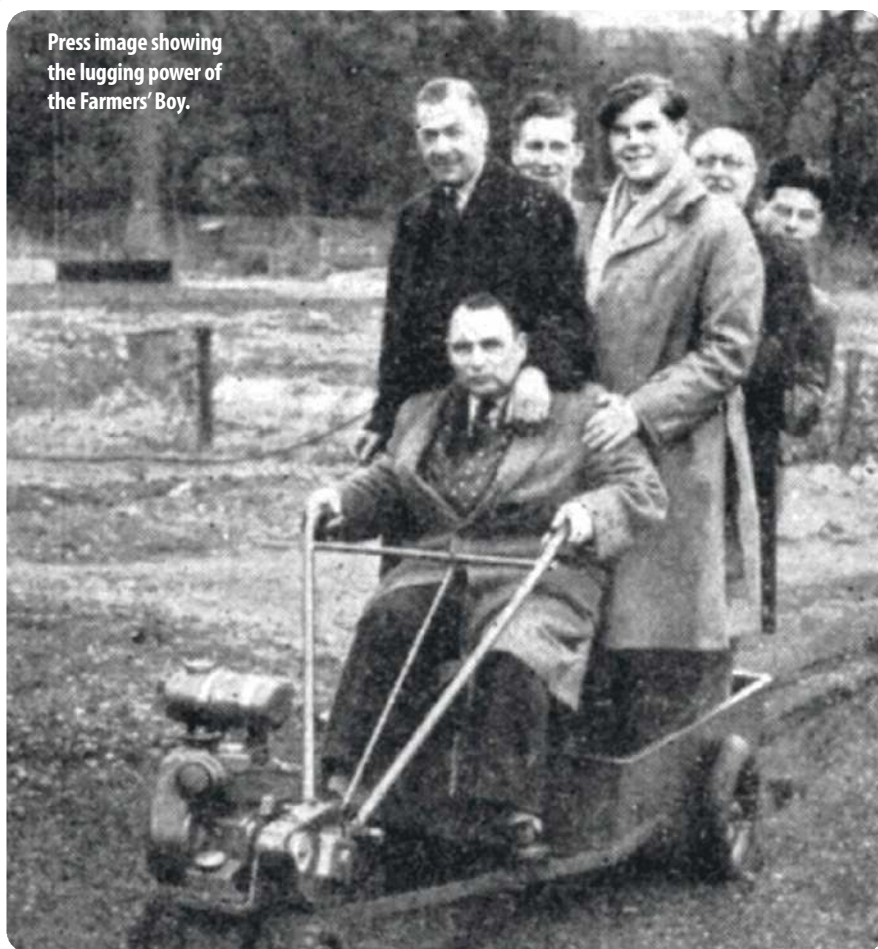
Indeed, the range and variety of work that could be done with the machine was phenomenal according to the report which added: "Efficient performance is claimed in such tasks as 12in rotary hoeing, ploughing cultivated land up to 6in deep, disc harrowing, two-row seeding, hoeing and grubbing, potato lifting, grass and weed cutting, log sawing, hedge trimming, operating a charging plant, and even towing a trailer with a 5cwt load. When it is revealed that additional tools and equipment also permit pumping, spraying, rolling, dusting, etc., the potential all-around value to market gardeners, nurserymen, smallholders and poultry farmers, as well as groundsmen and park-keepers, is readily apparent."

WORDS & PICTURES Tony Hoyland

In the FARMING 1950 NEWS

It's 1950 and the new decade makes a clean start with the end of post-war soap rationing, meanwhile, a versatile cultivator enters the marketplace.

Press image showing the lugging power of the Farmers' Boy.



The cultivator was powered by a 1.2hp JAP four-stroke, air-cooled engine in the with an economical petrol consumption of $\frac{1}{2}$ gallon for five hours working at speeds from $1\frac{1}{2}$ to $2\frac{1}{2}$ mph. Two 13in diameter wheels came fitted with Dunlop heavy-duty tractor tread tyres although steel wheels came as an optional accessory; the PTO came as standard.

The wheel track was adjustable from 10 to 14in. It was claimed: "The narrow track allows work between row crops, for instance, besides equally efficient

action in confined spaces or under glass, and apart from the fact that the track is quickly adjustable to the width of the rows, the full control and balance possible to rule out side-slipping, with its consequent damage to the crops."

Other factors in the unit's operational simplicity included the easy interchange of the standard wheels with large ploughing wheels which could be done in less than ten minutes and an easy "on the spot" replacement of the engine unit. A range of Farmers' Boy cultivators were produced through to the early Eighties.

EXHIBITTING IMPLEMENTS

With the new rally season almost upon us, we look at ways to spice up our exhibits to captivate more interest.

From the dawn of agricultural preservation, it has always been powered machinery which has captured the most attention. Steam engines were first to be exhibited and later put to work, whether for ploughing, threshing, sawing or haulage. Stationary engines too have long been collected, restored and rallied with many operating barn machinery.

Not forgotten

Tractor preservationists pioneered tractor collecting in the early days, seeing this sector grow to be mainstream in the last forty or so years. Powered machinery has its obvious attractions of movement, sound and to a lesser extent smell. In many cases, the ability to move itself across the ground is a great draw especially in recent years with the rise in tractor road runs, etc.

Many enthusiasts of agricultural machinery with farming backgrounds have not forgotten the farm machinery these powered machines used to do the real work in food production. Thankfully, they, along with some of the heavy horse fraternity, steam fans and other tractor owners go that bit further to showcase the humble farm implement.

Many events will have steam or tractor threshing displays with drums, balers, elevators, chaff cutters, reed combers and trussers all at work, showing the public how it was done many years ago. All this can be done on a green field site such as at a parkland rally venue. Many other demonstrations have been done and I am sure many new ones could also be carried out on this type of site. Would more hosts allow a small section of the site to be cultivated, and a crop grown?

Displays

Working days and demonstrations are on the up, as enthusiasts prefer to put their machines through their paces. However, they can suffer from the vagaries of the weather as organisers often have to wait until crops are cleared during the autumn months before staging events. Brown field sites are also



much more vulnerable to wet weather than grassland venues.

Putting events on in the months of better weather often sees the use of older machinery in grain harvesting operations. We often see publicised harvest events with binders, combines and pick-up balers joining the long-established threshing displays. The newly cleared stubbles offer the opportunity to demonstrate cultivations and perhaps even autumn crop establishment too.

This allows a much broader selection of machinery to be shown. However, more care needs to be taken with this type of show by some organising teams to pair up similarly aged tractors and machinery, too often we have seen a classic tractor operate a

Threshing displays are always popular but well-informed commentary now has to be given to a public far removed from the land.



The vast range of differing farm machines from all eras offer a wide range of attractions for visitors.

binder. These events should be educational, and it helps put each activity in a historical context.

Period themes

Imaginative teams of organisers are now putting on working events of silage machinery at work during the summer. This has become popular especially on the island of Ireland. We have also had period haymaking themes like those in Somerset have shown. These show what more can be done on a grassland site.

We have even seen specialist sugar beet machinery events held where enthusiasts get plenty of warning to get older beet lifters and associated machinery back into working order for a great public spectacle. Is there scope for others?

What about vintage hedge cutting machinery being used at a hedge laying competition?

Baling displays at hay and harvest time could showcase not only the pick-up baler timeline but all the different bale handling methods too.



Suitable for static or working displays, this Bamford Wuffler could be towed behind a tractor and driven to an event.



Bear in mind the period machines attached to the correct age of tractors such as this Bisset semi-mounted binder hitched to a Fifties DB 25 or 30 tractor.

Seasons

So far, I am not aware of much heritage potato machinery being brought back to work. With planning, a crop of early potatoes could be harvested during summer events just as it has been done in the Scottish Borders. While forestry, drainage work and muck handling are other possibilities. Likewise, there has been little emphasis on the other end of the season when the crop is put in during springtime whether it is cereals, potatoes or root crops.

To address the above would mean many more veteran, vintage and classic pieces of farm machinery would be saved. There is still a huge amount of historically important implements going for scrap - especially in the classic category. There has been a tendency in the past, for professional bodies to stop the preservation story in the Sixties when binders and stooks died out and all the horses left the land. But history rolls on and many historically important trailblazing pieces of machinery that have continually been put to work on British farms throughout the ensuing decades, have not been preserved.

More implements

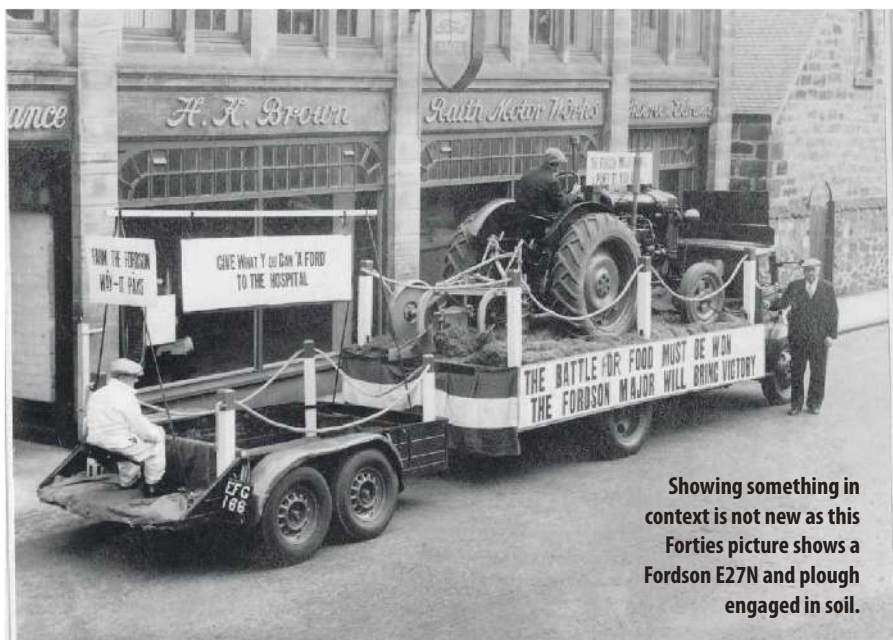
Organisers of events both static and working can help by having enhanced implement classes which would encourage the owners of just implements to exhibit. Likewise, if judging is carried out then implement classes could be broken into more sections.

Unfortunately, one factor which is stifling the preservation of implements is transportation. Many now transport their tractors on a trailer behind a large car or 4x4 as legislation and costs have made the use of smaller trucks more difficult. This has already changed the type of tractor being exhibited, with small diesels such as Fordson Dexta, MF 35 and IH B-250 types being very popular.

Many of these types of tractors are being used during the ploughing match season and a two-furrow plough is often included in the load. Therefore, there is scope for carrying an implement during the summer months. Ferguson and Massey Ferguson's range of short-coupled mounted implements immediately spring to mind with many being of lower weight and smaller dimensions to fit on a trailer loaded with a tractor.

More possibilities

For those who still like to exhibit older petrol/paraffin or larger tractors, there are still possibilities for those with more-humble means of transport. There could



Showing something in context is not new as this Forties picture shows a Fordson E27N and plough engaged in soil.



Often seen in the stationary engine line ups, this Clockmill Turnip cutter can get star billing by using it in anger.



Is there potential for working demonstrations in the spring to show how crops were put in to showcase machinery like this Ferguson grain drill?

be room on a trailer to add a set of chain or spring tine harrows which could still be towed by the tractor on a parkland setting. Putting a hay sweep underneath the tractor while travelling is another option. There may also be enough length to include other implements in an unhitched form to save space. These could include front covers, potato spinner diggers. Shorter tractors would allow turnip drills, scarifiers, fertiliser spinners and sprayers and with the removal of some components, steerage hoes and light cultivators might also be carried.

Those with access to full-size trucks or tractors with beaver-tailed, low-loading trailers have many more possibilities to transport implements and even other relative accessories or information boards. Perhaps instead of taking two tractors, only one with a matching period implement could be a more eye-catching exhibit. The possibilities are so much greater and often a large stand-alone machine can be a great attraction, what about a preserved potato or sugar beet harvester?

Outside the box

Some free thinkers may even consider ditching the tractor and taking something



Heavy horse enthusiasts who demonstrated horse-drawn machinery should be encouraged to put on displays to tell a fuller story and give broader appeal.



It's not just tractors that people want to see as this sheep shearing display shows.



ABOVE: Construction implements can tell a story and enhance tractors too.



This trailed Allis-Chalmers All-Crop is important to tell the public what came before self-propelled machines.

different. Many older implements had their own engine fitted to drive them in the days before mains electricity or if they were working out in the fields. Items such as potato sorters would provide a very interesting demonstration for the public if some spuds were put through it, and from personal experience, there would be a queue of spectators waiting to buy a bag of freshly graded tatties!

Another implement which could provide a great spectacle in a parkland setting would be a little elevator from the likes of Wolseley or Lister. Loading bales or bags on to a trailer or elevating bales for building into a stack would be a great insight into how things were done before forklifts. Even the art of building bales properly is fast disappearing as large mechanically handled bales have taken over. In the case of the elevator, they like many other types of implements could be towed behind a tractor to an event. Trailers, balers, beet harvesters and muck spreaders are just some of the trailed implements that can be fitted with rubber tyres.

So much more of our agricultural heritage could be explained by a great display of implements both in a static and working environment. However, care has to be taken in making sure machinery is shown in context by being paired up correctly with a power source and with other items in a larger demonstration format.

Engaging audiences

Displaying information is also vitally important as the public has become so much more removed from agriculture, they don't really know all the different seasonal operations or what a tractor actually does. Using period literature and information boards would bring added life and colour to what would already be a very eye-catching display area.

Pressure from many other sources is being put on vintage agricultural events threatening their viability. Perhaps a greater emphasis on the tools of the trade might make an event more popular. Over the years we have lost many of the enthusiasts who used to display hand tools and utensils such as the exhibitor who specialised in dairy equipment, hedging, drainage or fencing tools.

These were equally important parts of the rally field and proved interesting to members of the public. This sector of the hobby must be encouraged further. Many who have not got the storage capacity or the transportation means for larger equipment should consider this part of the hobby. Likewise, for the collectors of literature



Haymaking demonstrations of all eras are ideal for staging on green field sites with bales of hay unrolled for all sorts of machinery to work with.



Getting outside companies and agencies to come and put on a display is another way of capturing the public's attention.



American row crop tractors with mid-mounted toolbars are ideal for transporting on trailers.



A long line of various implements with many in great original condition.

or old photographs. As concerns over the cost of travel continue, this could be the way forward. If the relevance of an exhibit is measured by the number and the time spectators stop to look, then this area wins every time. Just watch the public at an event and many just keep walking along a line of tractors but stop at the smaller exhibits.

The future

If we can make our summer events more interesting and more understandable, we may encourage some new blood into the scene and hopefully some younger blood to learn the history and all the skills before they die out.

While this article gives some pointers to how more emphasis can be given to implements and tools at events. Putting them in a proper working environment is an ideal scenario. So, it is hats off to those groups and individuals who go to the trouble of organising such occasions.

However, would it not be great if the people at the coal face with the practical and husbandry skills did their bit and could both, pass them on younger generations and display them to a public interested in food heritage and provenance and the history of the British landscape.

As ever, agriculture is under the cosh not only financially through adverse weather and economic factors but also from the various political agendas of a wide range of pressure groups. Something like this would be a great asset to the industry and the vintage movement and give the public a real insight into the history of our food production. Therefore, enthusiasts should encourage the industry to drive forward ambitious plans for working demonstrations. Imagine farming heritage events with the industry backing up the enthusiasts.

RURAL RELICS

THE SCYTHE

WORDS & PICTURES Jo Roberts

Long thought of as the Grim Reaper's tool of choice, the scythe has a history that goes right back to the beginnings of farming.



It is said that the farming world is divided into two distinct zones, one which required a machete, and the other which required a scythe. Scythes come from the part of the world where plains and meadows lie, where early farmers cut grasses for feeding to their animals and for roofing their huts. Scythes are thought to date back to around 500BC and were probably first used to cut grasses, but as grain farming increased, they gradually replaced the hand-held sickle for reaping crops.

Design

The Romans used scythes and had distinct words for scythe and sickle. Unlike the sickle, the scythe was ergonomically designed to allow the user to stand upright and sweep the cut

crop to one side. The sickle allowed for a free hand to grasp bundles of the crop, but it was altogether much slower when it came to mowing a large area.

Scythes didn't arrive in Europe until around the 13th century, and they weren't popular in Britain until nearer the 16th century. When the scythe replaced the sickle for cutting grain crops, it had a negative effect on the women who worked in the fields at the time.

Previously hand cutting crops had been the work of women, along with raking and turning. However, when the

scythe arrived it was seen as physically demanding and highly skilled work, and women were not generally allowed to use scythes and were only given the poorer paid work like raking and turning the crop. In around 1800 scythes began to be fitted with wooden cradles, these were thin wooden 'fingers' designed to hold the cut stems neatly together and allow them to be placed to one side during mowing. This development made collecting the cut crop afterwards a much easier job.

Operation

When mowing with a scythe, the person has their right hand on the lower handle and the left hand on the top handle. The scythe is held over to the right and then it is swung evenly in an arc towards the left, with the blade moving just above the ground. As the arc is completed the cut crop is neatly deposited on the left-hand side. Then the person takes another step forward to repeat the process.

The uncut grass is always to the right of the person scything, and if people are scything in a team, they will

usually work in a staggered row, beginning at the edge of the field and working clockwise into the centre. Scythes might be honed every 20 minutes or so as it is a waste of energy and makes for a poor finish if the blade is at all blunt. Grass, in particular, demands a very highly sharpened blade, and grass also cuts best when wet.

So, hay meadows were often mowed by hand at dawn while the dew was still on the grass and before the heat of the sun made the job even more demanding.

Although the scythe has long been replaced by the specialist machines for mowing grass and crops, scything is still seen by some as a rewarding rural pastime which involves no fuel, no loud noises and provides the scythe user with a good upper body workout.



WORDS & PICTURES Mike Teanby

Vintage

MODEL TRACTORS

Due diligence

Dust and sunlight are things to be avoided when displaying model tractors. Direct sunlight takes the greater toll because even in a relatively short space of time paintwork fades, transfers peel and hot temperatures make plastic and rubberised parts, especially wheels buckle and melt. Fading is infuriating and usually happens only on one side and by which time it is already too late.

Patina

Dust build-up can add a certain patina to an old toy tractor I think and can be simply removed with a small soft brush or wiped off with a damp cloth. Restoration to me is more a question of style over substance and I prefer to leave my toys mostly as found. Rarely do I repaint or polish them but if repairs are critical, then I am prepared to replace whenever I can.

There are plenty of companies around selling replacement parts, paints and whatever equipment is needed. Whilst not wishing to enter into controversy, I would add that I prefer my toys to be play worn up to a point, that's to say in a condition expected of something over 50 years old as it gives them character.

Factory fresh

The opinion even among real vintage tractor owners is still divided on this. All I would add on the subject of restoration is that having worked in a tractor factory myself I know from first-hand experience the difference between a "factory fresh" model compared to one especially "dressed" for exhibiting at a show. Both are vastly different from the ones in regular use on our farm.

It's the same with toys. "Mint boxed" may be the goal of some collectors, but one complete with a few scratches and dings will do nicely for me, and I don't bother with boxes. However, some collectors seek critically damaged toys and are happy to do



Britain's Fordson Major (circa 1948) and trailer both still in great condition for their age.

a full restoration which on toy tractors, as in the real world, can cost a small fortune in time and materials. But it can also be a lot of fun.

Like Topsey

Most toy tractor collectors will admit that there comes a time when what they own far outstrips the space available to display them. One of my early pieces was the Dinky Massey-Harris and Hayrake which "her indoors" was content to leave on our coffee table for quite a while. It was only when this was joined by a Field Marshall (missing a steering wheel) and Halesowen trailer that they were banished.

The answer came in two ways; first, a designated display area with a few open shelves up against a wall and second, plastic

storage boxes to stack them neatly away.

I regularly change my display around and through experience have discovered tough plastic stacker boxes proved to be the answer.

I enjoy looking out for other old farm toys and filling gaps in my collection or replacing ones I already have with others in better condition. Prices today are definitely lower than in the past, so that's all right then! My hobby also creates interest in finding out more through specialist books and magazines, real tractor sales leaflets and attending vintage toy fairs, car boot sales and local events. Although not a member, I know of several clubs and societies where like-minded people gather. Some of these organise their own swap meets where, as the name suggests, more toys can be bought, sold or even swapped.



A future classic toy in the author's opinion is the Massey Ferguson 165 produced by Corgi in the Sixties, soon after MF introduced the real thing.



Promotional artwork for Wendal's horse-drawn plough set (circa 1948).

World at your fingertips

The best way of displaying anything, in my opinion, would be a purpose-built fully enclosed cabinet made of glass, but such a thing would be a rare find. Although some shop fittings may get close to the ideal and may even include lighting, few of us would have room for them at home.



Selection of toy tractors made by British companies (L-R); Corgi, Benbros and Matchbox.

A wooden cabinet is what most folks settle for and although mine is very modest (about 18in wide x 10in high with three shelves) this is fine for my small farm-related items. As for larger pieces, such as the Chad Valley Fordson Major mentioned in this series, this still lives on the writing bureau. It's fair to say if I could only have one classic vintage toy tractor this would have to be it. However, by the time I came across a Chad Valley I could actually afford, it was already too late. So, it's a prominent dusty but sun-free spot for Mr Fordson.

While some collectors lean towards a particular period or tractor marque, others may prefer to focus on wheeled or track-driven examples, tractors with different implements or even implements pulled by horses. The horse-drawn ploughing sets produced by Wm Britain and a small

company called Wendal in the late Forties, although are both clearly relevant items and display really well.

The diorama

Building a layout to scale into which vintage tractors play a key part is a more recent innovation and possibly the Holy Grail to collectors of a certain age. Dioramas have been created by train enthusiasts for generations but one having farm buildings, harvest fields and even tractors heaving fishing boats out of the sea can be considered relatively recent. Some of the largest vintage toy fairs and even full-scale tractor events occasionally include scenes like these and are worth seeking out for inspiration.

Nevertheless, to create one needs imagination, craftsmanship and an eye for detail. I wonder if anyone has yet thought of doing one for a tractor production line. Such a diorama would surely enable the creator to use up all the broken bits and bobs and cannibalised machinery used for previous restoration projects yet didn't have the heart to throw anything away. Now there's a thought.



Classified as "scratch built" this 1:16 scale model offers a glimpse into the patience and skill needed by hobbyists wanting to make something different. The solid-bodied International W9 has no maker's name and was bought from G&M Farm Toys about 20 years ago.

Company profile: WENDAL

Wendal Toys was a small privately owned British company based in Blandford and began producing solid aluminium figures between 1947 and 1955. These were marketed as "unbreakable" and although unique such products faced stiff competition from a lot of other more traditional hollow cast figure makers, notably Wm Britain and John Hill Co. Wendal's range included several farm-related people and animals amongst which was an excellent horse-drawn ploughing set (horse, plough and ploughman) a reaper, farm cart, slurry spreader and harrow. All are exquisite items and rare finds today.

Bearing up under

I have had to do some running repairs to one of my Dextas. The fault began to appear over last summer and has finally got so bad it has forced me into doing something about it.

Stiffening up

The problem is the hydraulic lift lever at the right-hand side of the seat. I noticed it getting stiffer to move the lever up and down in the summer, only slightly at first, but gradually getting worse. I have several working tractors and I try to spread the work among them, especially to avoid things sticking through lack of use.

The last time I used this Dexta to any amount was in hay time, and it has done little since then. I had to use it the other day, and it took all my pulling to get the lever to move even a slight bit. This is not the first time I have come across this fault on a Dexta over the years.

Damper

At first, I thought it would be the cork padding that acts as a damper on the lever hub. It can get dust or damp, or rust in it which tightens up the movement. I slackened the lock nut up on the end of the shaft and waggled the arm about, but it made no difference. The next area that can cause this problem is the actual control shaft that runs through the tubing that you can see bolted to the outside of the lift cover.

I removed the outer semi-circle plate of the quadrant that is fastened on with a couple of setscrews, then the lock nut and spring on the end of the shaft. The next bit can be tricky, you have to get the control lever off the shaft. The boss at the centre of the lever is some sort of alloy plus there is a half-moon key on the end of the shaft, and it has probably never been off since the lift was assembled 50 years ago.

Gentle persuasion

My usual tactic is to place a lump hammer under the boss and tap opposite it with a hefty hammer. That normally loosens up things and the lever then can be prised off. Next, you have to remove the half-moon key from the slot so that the sleeve will pull off the spindle. When the two bolts are removed you will know if the shaft is sticking in the sleeve or somewhere else. This outer sleeve slid off the centre spindle



I am right in the middle of one of my least favourite jobs, loading the muck spreader; I usually get four or five loads to spread.



The first thing I checked on the Dexta was the lift lever, but that bit was ok.

the strain

Graham Hampstead does some essential maintenance to keep his fleet of vehicles on the road.



This is the alloy boss of the lift lever that is often seized on to the spindle.

turned the cover upside down so I could have a gander inside. I had temporarily refitted the control lever so I could move the stuck shaft. After a bit of pulling and tugging, I narrowed the fault down to one of the control arms in the mechanism that controls the draught linkage.

I have had these lift covers do this in the past. Most of the linkage is steel moving on steel, there are no brass bushes or the like on the moving parts, even though

there is oil in the casing below a lot of the bare metal has surface rust on it. I think this happens when the tractor is running on the road and the oil gets hot. Vapours and the like must rise up and when they contact the colder steel at the top, it condenses and forms water droplets that eventually start to form rust on the steel. This is my theory, rightly or wrongly, how else can moisture get into a sealed axle casing?

with no sticking. So, the problem was inside the lift cover itself.

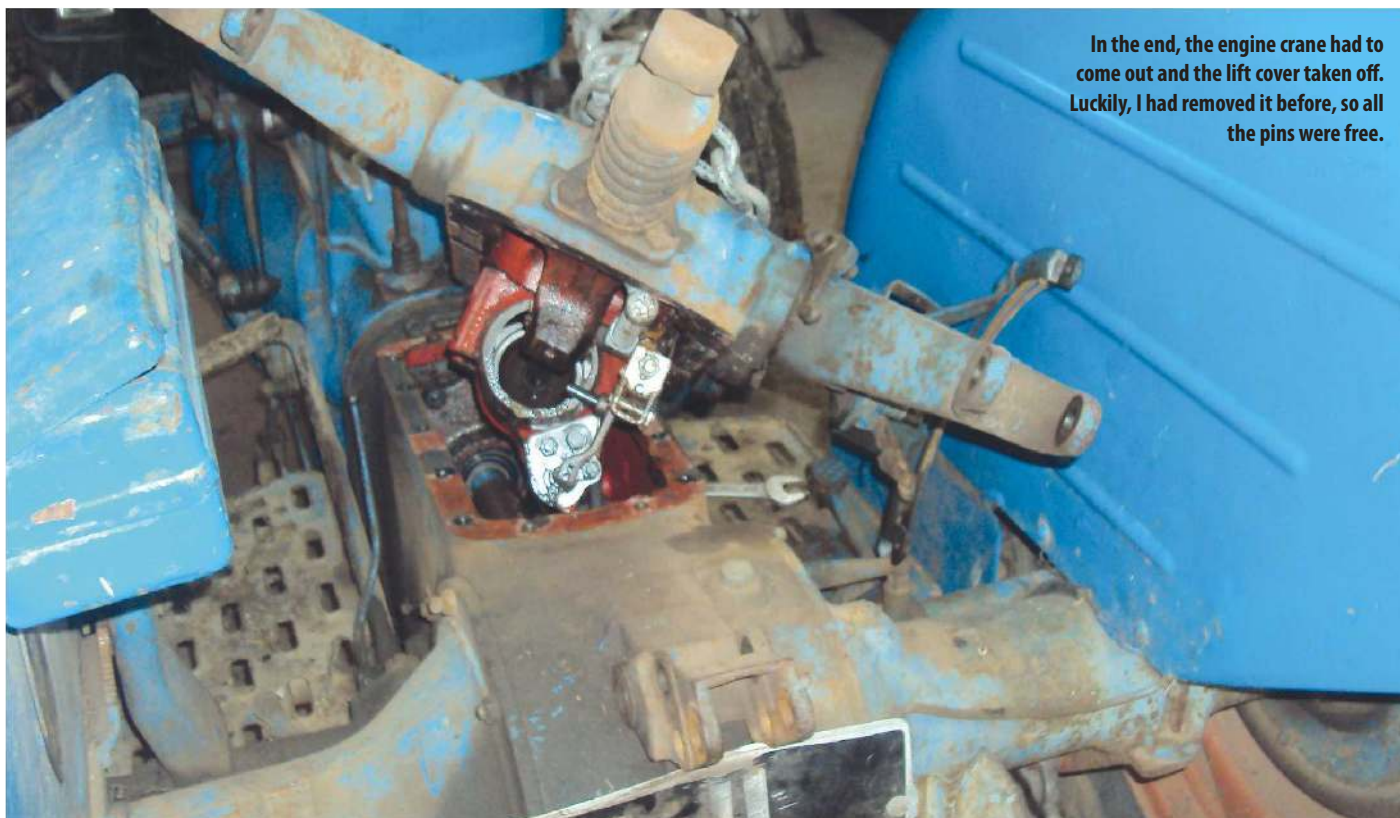
Off came the seat bracket, and I bolted some chain to the two studs. I have had the lift cover off in the past so luckily the two pins that fasten the lift arms to the lift rods knocked out easily. If they have not been out for a long time, they seize into the knuckle joint and can be a right pain to get out. This is mainly because you can't get a good swing at the pins with a hammer as the mudguards are in the way. This also goes for the centre pin in the top link draught control spring yoke, but this one came out ok.

Lift off

Once all the bolts were out around the edge of the cover, I connected our engine hoist to the lift top and lifted it off. I



This is the cork damper on the lever mechanism; when the tractor has been stood a while in the damp it can swell and make things tight.



In the end, the engine crane had to come out and the lift cover taken off. Luckily, I had removed it before, so all the pins were free.

Easing off

I removed some of the linkage that was in the way and squirted loads of penetrating oil on to the whole moving linkage - with little success. So, I resorted to my blowlamp. When I was in business, I always had a gas bottle set in the workshop, but the bottle rental is very expensive when I might only need them a couple of times a year. Now we have one of those large handheld plumber's blowlamps which I have found very handy for loosening tight nuts and such like.

After a good look around there didn't seem to be anything fragile nearby, so I gave the shaft and seized arm a warm-up and a squirted more oil. After five minutes of this treatment, the arm freed off. I coated all the moving parts with some aluminium anti-seize spray that I had kicking about, so we will see if it "does what it says it does on the tin".

Everything was replaced, and I lifted the cover back on and all seemed to work ok. It was nice to get the spanners out again and reminded me to get the list of jobs out that need doing on my stuff before the spring comes. It will soon come now Christmas is over. We start lambing at the end of March so nothing else will get done then for a bit, then it will be April and the whole year will start again.

Dismal days

I am writing this just after Christmas and we are in the middle of the most



The linkage that was stuck was down in the bottom, notice the rusty areas developing.

depressing spell of wet weather we have had for many years. It has got quite serious here as I think it has in most places. There are still several large fields of potatoes in the ground locally. They will have rotted by now, I should think. It has been wet for so long that some never even got the tops flailed off.

There are acres and acres of stubble left from harvest time, it's just been too wet to go on the waterlogged land. They are still trying to cut winter greens round about here. Most of the rigs and trailers are pulled by a second tractor, you can just imagine what the narrow lanes are like when a few loads have been pulled out of the quagmire.

Brushed off

Most of the large growers have rear-mounted PTO driven brushes in attendance when any large-scale cutting is going on. Over many years the lanes in the winter months have been swept by the tractor brushes. They set these brushes at an angle which pushes all the mud to either side of the road surface. This mineral-rich mud piles up high on the grass verges, then during the summer months, rampant twitch thrives in it.

Consequently, both sides of the verge edges are now quite a bit higher than the road's surface, so what has developed now makes it almost impossible for the liquid mud that is dragged out of the fields on the

many tractor tyres to run off. It just stays there until I come along in my clean car and take a fair amount of it home to drop in my drive.

More problems

We have been boxed in a couple of times. At the top end of the road, they were cutting Calabrese and at the other they were trying to box Dutch cabbage, whichever way we left home we had to drive through a long stretch of liquid mud. The only way it improves is when it rains heavily and washes the road until the next lot of cutting.

It is not only locally that we have problems. I had a chat with a "sheepie" pal in Derbyshire. He told me one neighbour had £30,000 worth of fertiliser stuck in a shed. Since it had been delivered it had been too wet to spread it, so it just sat there. Another farming neighbour had a 40-acre field of potatoes to lift. It had been far too wet to get the picker on, so he had pulled out an old spinner I think he said they had got an acre out the first day then

he couldn't get the men to work in the thick slippery mud so he had abandoned the spuds. I suppose like around here in Lincolnshire they will be rotten by now, what a mess.

Rumbling on

The Freelander prop shaft bearing situation continues. If you have been following my troubles, you may remember the rumblings under the floor on my old Land Rover Freelander. I fitted a pair of new bearings and rubber mountings to the prop-shaft in the summer. They lasted a few hundred miles and then started growling and rumbling themselves.

I complained to the eBay supplier, who, to their credit, said if I returned them, they would credit my payment, which they did. I bought a second lot from a different supplier; I chose a more expensive set hoping they would be ok. You may have already guessed what I am going to say, yes, after a few hundred miles these two started rumbling and whining. When they arrived, I thought they looked exactly the same as the first lot.



Once it was freed off, I gave the linkage a coating of aluminium anti-seize before refitting.



The two prop shaft bearings on the Freelander that are giving me all the trouble. Could they be any easier to get to?

Refund proof

Now I am having much more of a tussle trying to get anywhere with the second supplier. First of all, they would not entertain a refund unless I could prove a qualified, experienced mechanic had fitted them. They said their supplier insisted on it. I replied that I was a retired engineer with my own workshop and a two-post lift and asked them if this qualified me as capable. I didn't bother to say that over 50 years working in the trade I must have replaced thousands of bearings from titchy little things up to massive ones and in the most awkward places imaginable.

After a week or so they asked if I could prove I was qualified, I replied that I could send a copy of my City and Guilds award for agricultural engineering that I got back in the Sixties and a copy of one of my bill heads when I was in business. They replied that they would submit them to their supplier to see what they say. This has been going on for weeks now and I am still waiting to hear if some Herbert in China thinks I am qualified to fit a couple of simple bearings.

Plan B

In the meantime, not wanting to do any damage to the prop shaft and wanting four-wheel drive in the wettest winter on record, I have bought and fitted a third set. This time I contacted another supplier and asked if they had any returns on these particular centre bearings and what do they recommend. They answered by saying they have had some problems with the cheaper Chinese ones and recommended the more expensive sets. They are double the price of the ones I have been buying but are British made.

So, I got a set and have fitted them; they have only been on about a week so I can't say if they are any good or not. Time will tell. Meanwhile, I am scanning the local paper to see if there are any night school courses covering fitting bearings so I can get booked in on one.



This is the paddock I keep the show team in during the summer; the problem is it's right next to the cottage.

THE STEALTH BEST

WORDS & PICTURES
Peter Love

The CL Best Thirty was perhaps an unsung hero for tracklayers in those early days of such machines. The definition of stealth is 'movement that is quiet and careful in order not to be seen, heard, or secret action!' Well, that really sums up this model that was perhaps overshadowed by the world-beating and so advanced 1919 Sixty.

The Thirty was made after the Best merger with Holt in 1925 that created The Caterpillar Tractor Company. As the Caterpillar Thirty, it featured: new steering clutch levers, fuel tank moved to left fender, revised radiator and a new seat arrangement. It was in production

until 1932 at the Peoria, IL factory. However, the model name started in 1914 as a high-clear track with a steering wheel that operated friction clutch L/R steering tracks. This model was designed for Californian orchard work and was replaced in 1915 with the new Thirty. It had a more conventional-looking four-roller mainframe track design that was hinged at the rear end to the axle and at the front by coil springs that kept the frame on an even keel. Few of this model were made owing to crippling material shortages due to the First World War and political people favouring Holt over Best.

The new Thirty shown here was introduced in 1921 and featured a very

good 4.5 x 6.5in ohv engine with multi-plate clutches operating through the steering levers and the springing now operated through an 'across' front equaliser bar. Later, the bore was increased by 0.25in and the Thirty had a three-speed transmission with a top speed of just over 3.5mph. The model shown here is Robert Wilson's very rare 1924 example operating at Casterton on Saturday, September 21, 2019 - a wonderful sight particularly to tracklayer enthusiasts!



vintage scene



TractorTalk

Airfix result



Following up on a letter on our letters' page (*TFH*, November 2019) about a competition held in the early Fifties in the Eagle Comic Fergie Numbers competition, we have been sent in some evidence of the winner. The competition was to submit the most Grey Ferguson tractor registration numbers over a set period. The prize was a trip to the Banner Lane factory, plus a scale model of a TE-20. The winner Richard Page, pictured sat on the tractor, recalls assembling the model was a bit of a challenge. He also remembers sitting on the tractor - "the steel seat was cold," he says. Many thanks to John Selley for sending in a copy of the image for us to enjoy.

Ed: Remember readers we are always on the lookout for vintage photos of farm machinery and implements for the Memory Lane department of TFH for future issues. So, please email your photos to tony.hoyland@kelsey.co.uk, along with information about them. Alternatively, you can mail them to the usual address on these pages. Please also include your full name and mailing address, we look forward to hearing from you.

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Long shot

About 60 years ago, my family bought a secondhand David Brown from a dealer in Govan, Glasgow, for work on our family croft in Morar, Inverness-shire. I do not know what the model was - perhaps a DB 25 or 30, but I am not sure. The tractor was petrol/paraffin, painted red (all over), had a three point linkage, and her registration number was LGB 828 (or something very similar to that).

She lay abandoned in a shed for about 30 years. Then we pumped the tyres, charged the battery, cleaned the points and plugs, put some clean fuel in the tank - and she started almost at once, and off she went to pastures new. I would love to set eyes on her again, for old times' sake, as I can remember her ploughing when I was very young. Can anyone tell me where she is now?

I F Grigor, email

LETTER OF THE MONTH

McCartney machine



I have recently restored this machine and was wondering would you have any knowledge on this machine or its manufacturer. I am also interested in knowing the speed at which the chain should be driven. I would greatly appreciate any information.

Colin Lewis, email

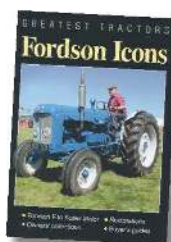
Ed: Thank you for sending in the images of your fine restoration Colin. George McCartney & Co. of Cumnock were well-known Ayrshire implement and machinery makers from some time in the mid-1850s until the Thirties. However, if any of our readers can track down details of the machine, please send in the information, we will be delighted to discover anything of its history.



SEND US YOUR LETTERS AND WIN

Tractor & Farming Heritage, Kelsey Media,
Cudham Tithe Barn, Berrys Hill, Cudham,
Kent TN16 3AG

Every month *Tractor & Farming Heritage* selects the writer of the letter of the month to receive a prize; this month the editor has raided his archives and has this time chosen the Kelsey publication *Greatest Tractors - Fordson Icons* for the lucky winner.



Careful with that silver spoon

I was watching a tv show about "Pig Clubs" in the Second World War where communities would club together to purchase a piglet and then donate their food waste to help feed the growing porcine. What wasn't mentioned was that "the Ministry" organised a scheme where scraps and food waste would be collected in the towns and cities by the local council and then delivered to registered farms in the sticks. Pigs will famously eat virtually anything edible and the farmers happily received the council waste which was boiled up to supplement

the ingredients of their pig swill. In 1940 one youngster left school and started work as a "farmer's boy" on a nearby farm. One of his daily duties was to mix and boil the pig swill and it surprised the farmer at how enthusiastic the boy became once the daily deliveries of council waste began to arrive. Occasionally the lad would hand in an item of cutlery that he had found among the waste and the items were washed and taken into the house and used by the farmer's family. What the farmer didn't know was that the lad's uncle was a "general-dealer" who had

educated his nephew in recognising silver hallmarks.

Over the five years the boy worked on the farm he built up quite a large collection of items of silver cutlery which he had smuggled home in the pockets of his army-surplus greatcoat although he was forbidden from selling them by his father. My great-uncle was in his seventies when he showed me his haul of odd items of hallmarked silver cutlery in the Nineties and he told me, "Father told me to hang on to the silver so I could sell it if I ever got hard-up."

T Thompson, email.

Ticker Haynes



Ticker Haynes was a man I've known for many years, but I can't tell you when I met him or why. All I know is that "Ticker" was always there if you wanted a part for a plough or a combine and was a mine of information.

Nobody really knew his real name, but everybody knew Ticker. He left school to work on a farm at St Minver near Wadebridge and often drove the farm's Standard Fordson. One day it kicked back when he was starting it and broke his wrist. After getting it set in plaster, his boss bought him a pipe and an ounce of tobacco and sent him out ploughing, starting a habit that continued until the day he died.

Driving

After a few years, he took up lorry driving for Tipsons in Wadebridge where he delivered sea sand to farms in the area. In the evening after finishing work, he'd go back to the same farms and, using a Ferguson T-20 with a banana loader, load the same sand and spread it using a Massey-Harris 744 and an Atkinson spreader. It was said that he earned more than twice his normal weekly wage in

overtime alone.

In the Seventies, Ticker went to work for Richards and Osborne taking tin or clay up-country. He later moved from the haulage business to work on Peter Richards own farm driving tractors and doing general farm work.

An opportunity then arose to go it alone when a local farmer offered Ticker all his work on contract. He bought himself a Ford 7000 and Ticker Haynes, Agricultural Contractor was in business. At about the same time, he started visiting Cambridge Machinery Sales with Everard Simms, a local machinery dealer. It didn't take Ticker long to realise there were more opportunities, and he was soon dealing in ploughs and combines and became the man to go to for anything Ransomes.

Workshop

By now, he'd got a large workshop in Jewells Quarry and, supported by his wife, Judy, when he wasn't contracting or dealing, he'd be repairing or building machinery. He kept his love for Standard Fordsons and became a dab hand at fitting them with Perkins diesel engines and spent many hours competing at local ploughing matches.

Ticker was 86 when he died on November 21, 2019. He'd not quite finished the 96hp Standard Fordson he was building, but his final journey to Sladesbridge Church was made on another diesel Standard in his collection. Rest in peace Ticker - it was a pleasure knowing you.

Dave Taylor
(Dave's Tractors).

Graham's Grumbles

Don't get me started

I have been toying with tackling this subject for ages; I am still in two minds about it but here goes.

Technology, it seems to advance at such speed my head whirls just trying to keep up with it.

I am still trying to get to grips with things that happened not so many years ago and have written before about the marvellous things that can be done on the "interweb". First, I browse a problem that I may have with a lump of machinery. Somewhere, somebody will have had the same problem, usually, they will have written about it, even better they will have posted a video of how to do the job.

Then I can browse the auction sites to locate a part to rectify the problem. I press a few buttons and I have ordered the part, paid for it and usually, it turns up the next day or two free of postage charges. All this in a few minutes sat in my chair in front of the fire. The younger ones take all this as normal I can remember when most folks didn't have a phone in the house. If you wanted to make a phone call, you had to get your coat on, walk, or get the car out and drive to the nearest phone box which could be miles away.

Gadget

Son Joe has a small gadget no bigger than a matchbox. It will plug into the diagnostic port on any make of vehicle. He then strikes up his phone and he can read or delete all the fault codes; it even tells him what the fault could be, and any parts needed. Different from me listening down a screwdriver for a faulty injector.

I could go on for ages about all the wonderful things these gadgets do for us. But as with all things, there are downsides. I sometimes have to accompany Mrs H when we



need a supermarket shop. As a compromise, I will go to the one that has a café. That way I can have a mug of tea, a sticky bun and a read of the paper or do some customer watching.

From this, I have broken my observations down into sections. Older folk and are glad to sit down and have a chat, with middle-aged and those younger this is not an option. They seem obsessed with their hand-held gadgets.

Conversation

I have seen a family of four, two parents and two kids, come in and sit at a table. The instant they sit down, out comes the phones. There is no conversation whatsoever, even when the sandwiches or whatever arrive; they have mastered the trick of eating and drinking all with one hand while the other taps away on "the thing". They finish up and leave, still tapping away, perhaps two words spoken between them. Marvellous, but sad.

➤ Is there something that gets your goat? Why not drop us a line and tell us all about it? We'll gladly pass on your observations to Graham - we're sure he'll have something to say about them. Write in to the usual address or email tfh.ed@kelsey.co.uk

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Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated



AN EMPORIUM OF

Jo Roberts checks out the newest arrivals in Alan Kelly's fabulous collection of tractor oddities.

WORDS & PICTURES Jo Roberts

When it comes to old vehicles, Anglesey Scaffolder Alan Kelly has something of an eclectic collection. And it seems there are just two rules to his collection; first, there is nothing ordinary here, and second, everything is for sale at the right price.

Acquired knowledge

Refreshingly honest and straight to the point Alan doesn't claim to be a leading authority on tractors, but over the years he has bought and sold so many collectable machines he has gained a lot of experience

Alan's Fordson Power Major Hi Clear County Conversion in its working clothes is a terrific addition to any Fordson Fanatic's collection.



Not only is the Hi Clear tractor raised up, but it is also on larger rear wheels than usual.

along the way. "If it is unusual and I like it, I will buy it," he says. Some machines become firm favourites and end up staying put, while others get passed on relatively quickly. There are no real boundaries to Alan's collection, he has motorbikes, steam traction engines and trucks in his

collection, but with the tractors, there is something of a blue theme.

Tractors may come and go, but Alan is always drawn towards the Fordsons. There are more variants and derivatives in the Fordson range than one can shake a stick at, so there are seemingly endless possibilities for collecting "the blues".



CURIOSITIES

Over the years Alan has sought unusual Fordson variants and has owned vineyard Fordsons, tracked- and half-tracked Fordsons, Roadless conversions, County conversions, Shawnee Poole Conversions, Forestry Fordsons, Fordsons adapted for erecting power lines, and even a Fordson named Swampy with super-wide tracks for crossing bog-land. Today though Alan is showing me two of his most recent Fordsons - and a "green thing".

Long Tall Sally

The first Fordson is an eye-catching Power Major converted by County into a high clearance tractor. In excellent working condition, the Hi Clear has plenty of presence and stands literally far above the more "every day" Fordsons.

Alan bought this tractor over the phone. It was being sold in a Cheffins auction in Kent where it had been used on a flower farm for row-crop work, and in particular for spraying the flowers. It must have looked spectacular back in the day, traversing a field of colourful blooms in the Kent sunshine.

Life as a flower farm tractor must have been a bed of roses compared to life on a regular farm, but from the hours (4291) it seems the tractor has spent a fair amount of time in work. Whether the Hi Clear



County's high clearance conversions were popular with American arable farmers, but less so with British farmers.



The Hi Clear conversion's rear-wheel dropbox.



The front blade was designed for rolling logs more than for actual bulldozing.



The extended PTO shaft. A specially designed toolbar was available to allow the tractor to work with ordinary height implements.

was used for all sorts of farm work on the flower farm or used just for spraying we can't be sure, but either way, it seems to have been well cared for and has left the farm in good working order.

Hi Clear features

Alan points out a few of the Hi Clear's interesting features. "It has a 38-inch rear wheel, as opposed to the usual 36-inch wheel" he explains and looking at the rear of the tractor he draws my attention to the rear wheel dropbox, the bracket to raise up the hydraulics and the extended PTO shaft.

With unusual tractors selling for a premium there is always a danger that people will attempt their own homemade "conversions" to turn their ordinary tractors into more valuable curiosities. Something to watch out for when buying, and paying good money, for unusual variants. Sometimes people may have innocently converted tractors for their own purposes, and these may have been mistaken for original oddities and sold as such.

Alan says it's easy to get misled when buying an oddity, and there are always plenty of people happy to burst your bubble at shows by pointing out your oddity might be a fake. However, this tractor's history shows that his Hi Clear is the real deal, converted by County back when it was a brand new Power Major sometime between 1958 and 1960.

Fanatic factor

"Most of these Hi Clear tractors were sent to the US," explains Alan, "as there wasn't much call for them over here". County converted several tractor models into Hi Clear versions, but few were bought

Svoboda Tractor Facts

The Svoboda Motor company began in 1912 when Václav Svoboda left his position as co-manager at Laurin & Klement. Laurin & Klement were manufacturers of bicycles, cars and motorcycles, and later produced the Skoda car. Václav Svoboda set up on his own with a workshop in Mlada Boleslav and began producing agricultural equipment. He was soon joined by František Štěpánek. Together they manufactured two-stroke engines, under licence, with a US patent. Later Štěpánek left and was replaced by B. Novák. In 1917 Svoboda & Novák moved to new premises in Kosmonosy where they continued producing agricultural equipment. Here they also branched out into producing electrical motors for a wide range of household and agricultural applications.

In 1926 Svoboda became an independent company and began trading under the name Svoboda Motor. The business by this time comprised a foundry and an engineering plant producing threshing machines, barn engines and various other agricultural machines.

They began building simple three-wheeled tractors and their Diesel Kar Traktor was introduced

at the Prague Exhibition of Agriculture in 1934. The Svoboda DK 10 was produced in 1936, this was a four-wheeled tractor which could be driven on the roads without a licence and road tax. These 10hp tractors were so simple anyone could operate them, and they were extremely economical to run. At the time these little tractors cost around 23,000kcs which was roughly equivalent to the cost of two pairs of working horses.

In 1939 the Svoboda 10 was modernised and increased to 12hp. The Svoboda 12 came in two versions, a standard type with no wiring and no fenders, and a road-going type with wiring and fenders. The Svoboda 12 became Svoboda's most popular tractor, mainly because it was reliable, simple and affordable to run. Svoboda continued to produce larger tractors through and beyond the Second World War, for example, the now extremely rare Svoboda 25G. The last model to be produced was the Svoboda DK 15, but none were as popular as the simple but effective Svoboda 12. At the end of the Forties, the Svoboda company was nationalised, and the buildings were taken over by Skoda Mlada Boleslav and tractor production ceased.



This example is believed to be one of only three Dexta tractors converted into timber tractors by County.



The 'timber' Dexta was launched at the Forestry Commission Exhibition in 1964.

by UK farmers, so they are a bit of an unusual sight here, and in that respect, an excellent addition to any Fordson fanatic's collection.

After buying a tractor that is as useful as a Fordson Major, it is a shame not to use it from time to time, however, this Hi Clear version is not a tractor that would be particularly pleasant to drive on sloping ground. It would certainly never have lent itself to general farm work in somewhere like North Wales, but as an eye-catching tractor the Fordson Power Major Hi Clear stands out from the crowd. As a road run tractor, it could be a lot of fun too, giving the driver the perfect vantage point to see over hedges and walls. One really would be King of the Road behind the wheel of this machine.

Specialist conversion

Alan's second curiosity is a completely different sort of specialist Fordson - namely a Fordson Dexta Forestry conversion, again converted by County. We've all seen Fordson Majors converted by County for forestry work, but few people will have seen one based on a Fordson Dexta. Launched in 1957, the Dexta went into full production in February 1958. The hope was that the Fordson Dexta would have similar success to the Ferguson.

Ferguson, who was Ford's big rival, had taken the world by storm with his little

grey tractor; it had proved so popular that Ford referred to it as "the grey menace". Ford hoped now to rival Ferguson by producing an even more user-friendly, reliable little tractor. The Dexta came with a well-respected Perkins three-cylinder diesel engine (though a less popular petrol version was also made) and it was seen as the perfect little sibling to the Fordson E1A.

Recognisable

The Fordson Major has stood the test of time in forestry work, with many examples still at work in the woods today, but the Dexta just seems too small for this sort of task. Looking at Alan's tractor the recognisable part of the Dexta is a little lost as it is hidden within a hefty armour made up of four equal-sized wheels, a winch and a front blade which was more for the



Being relatively small and articulated, the Dexta should have been good at working in tight spaces. We would love to hear from anyone who remembers one of these tractors at work.



Raised up high on large wheels and surrounded by plenty of protective armour in the form of a front blade and cage, the engine was pretty well protected from damage while working.

purpose of rolling logs than for bulldozing. The 'timber' Dexta was launched at the Forestry Commission Exhibition in 1964. Although it was a well-made machine, the fatal flaw in the adaptation was that the Dexta as a base unit was just too small,

too light and too underpowered for this application. Only three tractors were made, two were sent to Northern Ireland, and one was kept as a demonstration tractor and is thought to have ended up in Scandinavia.

Alan's tractor was one of the two sent to Ireland, where one assumes it had a career in the timber industry. Alan came across the tractor in a Cheffins auction and was drawn to it because it was both blue and very unusual. It would be most interesting to know how successful (or not) this tractor was during its forestry career in Ireland. So, if any readers remember this tractor at work it would be fascinating to hear how it performed.

The Green Thing

Uncertain as to how to pronounce the name of this tractor, Alan has taken to calling it "The Green Thing". It is actually a Svoboda tractor, thought to date from 1939. Alan claims that he "went out to buy a Lanz, didn't get it and didn't want to come home empty-handed".

The good thing was that the Svoboda was a great deal cheaper to buy than the Lanz, but the bad thing is that no one seems to know anything about Svoboda tractors. Alan has seen no others for sale in the UK, so he can't know whether he has bought a real bargain or a total white elephant. ➤



And now for something completely different... this "Green Thing" is a Czech-built tractor, made by Svoboda in 1939.



Svoboda had already made its name manufacturing barn engines, and this little tractor could do the job of a stationary engine as well as cultivating the land.

More info

He would, however, like to know a little more about the Svoboda. Considering that the Svoboda Motor company were an important manufacturer of tractors, engines and agricultural machinery between 1912 and 1949 there is little information available on the company. The Svoboda company was based in Mlada Boleslav, Kosmonosy in the Czech Republic, and the diminutive Svoboda 12, as the title suggests, is a 12hp tractor powered by a noisy single-cylinder diesel engine.

Today the Svoboda 12 looks like a minimalist garden tractor, but in the Czech Republic at the time these tractors were popular with farmers and used for all manner of farm work. Often fitted with mid-mounted implements, they were also useful for belt work. These simple little tractors were hugely important to the agricultural economy of the country and the fact that there is a Svoboda tractor on display outside the Museum of Agriculture in Prague is a testament to what a significant role these tractors played in the rural heritage of the country.



The 12hp Svoboda today looks like a garden tractor, but when built this tractor was a useful sized machine for small farms in Czechoslovakia.

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WORDS & PICTURES Richard Lofting

GOVERNOR TROUBLES



The French "mistress" getting more attention than the wife again!

It's time to sort the French SFV 204 tractor, but having found where the fault is **Richard Lofting** has to get to it first

A while ago I reported that the French SFV 204 tractor was giving me some trouble. It runs and revs, but as soon as I put a load on it the revs just drop away.

Accessibility

The problem with this tractor is the governor mechanism lies behind the flywheel inside its own housing. The hardest job is getting access to it, i.e. getting the flywheel off. When I removed it several years ago it took the best part of three months. I had a puller wound up on it and applying heat intermittently to it, it finally gave way when I gave it a clout with a hammer on the puller bolt.

Since then I have bought a large two-legged puller (Newark show purchase) which I know works as I used it to remove a flywheel from a friend's SFV. This time it came off ok with a loud bang with the flywheel complete with the puller hitting the side of the garage it was in. The end of the crankshaft has a grease nipple fitted and to avoid damaging the thread I placed a piece of 10mm thick plate over it. The ball in the puller pushed a dent in the plate.

Much stress

As an experiment, I placed another bit of the plate under the hydraulic press and found a ball bearing the same size as the one in the puller. To create the same sized dent required a pressure of 10 tons. So you need to be careful when working with these pent-up forces. Had I been in the direct line of fire, I could well have ended up with a broken leg or at the least a very bruised shin.

Working with experience

This time I left the fan belt on until I had got the flywheel off its taper to stop it shooting off when the taper broke free. I used the large two-legged puller. Unfortunately, when I used it to remove my friend's flywheel it must have stretched one side as it would not pull straight. To partially remedy this, I cut a piece of thick bar and faced both ends square and machined a large centre drilling in one end to give the ball on the puller somewhere to locate. This fitted between the end of the crankshaft and the puller, thus moving the ball of the puller away towards the body of the puller.

As the load went on as I tightened the puller it still canted over to one side, although not as bad as before. I pushed it

back to keep it straight and after three good whacks on the end of the puller with a large hammer, the flywheel shifted. Leaving the fan belt on worked this time as the flywheel stayed on its shaft as it came free from the taper.

With the belt removed, by removing the six 6mm bolts that hold the fan pulley together, I could lift the flywheel away. All that remained between me and the governor mechanism was the housing cover. Before removal I undid the drain plug at the back of the housing, I was surprised at the colour of the oil that came out; it looked like Baileys that well-known cream liqueur. I have a feeling it would taste a little different. I must confess I have not checked the oil in the housing for a while, it is the classic sign of water emulsifying with the oil. The only place water can enter the housing is from the top plate where the throttle lever turns a multi-start thread that operates on the wedge inside the housing.

Exposed

With the housing cover removed, it exposed the mechanism, everything looked ok at first glance. All the springs were intact and when the regulator lever (mounted by the brake pedals) was moved forward the pressure increased on the sliding sleeve that operates the wedge. I also checked the weights to see if they were free to move and operated the balance spring on the crankshaft. All was well. Peering past the weights something did not look right with the roller that runs on the fuel injecting cam, the arm that the roller mounts on appeared to be touching the cam.

With the roll pin removed that holds the weights in place, the assembly is withdrawn from the crankshaft and to free the arm the fuel pump is removed (two bolts and two pipes) from the side of the housing. At first glance, the roller looked more like an egg and was seized on its shaft.

All that holds the roller in place is a split pin, this was hastily removed, and the pin knocked out. The roller bearing had collapsed, and the bearing casing had jammed the roller. This fits with how the tractor was messing about, it had been fine driving the mower deck for about an hour and then would not rev. I assume this was when the roller seized with the worn part in line with the cam so that

Health & Safety

- When using pullers be aware that under pressure splinters or larger chunks of metal can fly off, it is advisable to cover a puller under load to catch flying debris and wear eye protection.
- Flywheels are out of necessity heavy, make sure lifting such objects is within your capability or get help.
- If attempting to use unfamiliar machinery, ask for help and guidance in its use.
- When attempting processes such as hardening and tempering be aware such procedures use high temperatures and could cause severe burns.

although running, the pump stroke had effectively been shortened starving the engine of fuel.

Effecting repairs

When I first dived into this mechanism several years ago, I had to make the rollers and fit standard needle rollers to them. This was because after much searching, even with the original part number for the bearing, nothing came up. I thought I would have to make another new roller this time, but luckily when I made the last ones, I had made four instead of the three required and there was one sitting in my toolbox drawer.

However, the pin that the roller runs on was damaged and worn so I had to make a new one, but I usually have a bit of silver steel rod in hand for such occasions. I soon had it roughed out in the lathe. The dilemma was how to finish the surface of the pin. It really needs to be ground in a cylinder grinder to final size, a machine I do not possess. I know a local company with one, but it was the week

Richard's Tips

- When working on obsolete machinery sometimes you have to think "outside the box" to get things working if there are no spares available.
- A lot of older technology is derived from the steam days and is usually inherently simple. Before the SFV company built tractors they made steam engines.
- If there are any drawings available, this will give a clear view of how the parts work and go together.

between Christmas and the new year, and would they do such a small one-off job?

So, I finished turning the pin to two thou of an inch over the finished size of 12mm. I then hardened and tempered the pin using a large blowlamp and water for quenching. This may seem confusing with mixed measuring systems, but my brain works in imperial measurements and the lathe is an imperial version, so it makes sense to me.

The problem was now how to get the final size without the right equipment. I used a very fine diamond file card lubricated with kerosene. Once the pin had been centred in the four-jaw chuck using light pressure and keeping the card moving, I could see I was removing metal. Measuring every few minutes I was approaching the 12mm diameter. Then I moved to wet and dry abrasive sheets working through the grades, again with kerosene as a lubricant, until I had a finish I could see was like a mirror. The finest I had in stock was 1500 grade so would have to do. Once cleaned, I test fitted the bearing on to the pin, perfect!

Split pin hole

I forgot to say that I set the pin before hardening in the mill and cross-drilled it for the split pin. I could have done it under the drill press, but the mill is more accurate as the hole has to align with the slot in the carrier. This would have been all but impossible after the hardening process.

The other two rollers seemed to have fared better, but then they do not roll around as all they do is move along the throttle wedge probably only a quarter turn. I have some spare 12mm needle roller bearings so as a matter of course will change these bearings too. One saving grace is that the seized roller has not damaged the cam.

Conclusions

The big question is, was the problem my machining of the roller or was the original pin that I had reused worn and caused the new needle bearing to wear prematurely? Maybe the standard needle roller bearing was not up to the constant on-off pressure each time the cam came around. Still, If the new roller and pin give me several more years of use, it will be little trouble to make a replacement set. I must check or even replace the oil in the housing perhaps once a year. All that's left to do now is to reassemble everything and attach the log splitter as its harder work with the axe!



1 The governor mechanism is inside the housing within the flywheel; the only way to gain access is to remove the flywheel.



2 The lever in my hand is the regulator that controls the governed engine speed.



3 To get the fan belt off the pulley flange needs to be removed.



4 Why am I using a set of Stilsons to remove the flywheel nut? It was chewed up before I ever got to it and I haven't got a 57mm open-ended spanner may explain.



5 With the nut and lock tab washer removed it's now ready for the puller.



6 I applied some gentle heat hoping to expand the flywheel from the taper on the shaft.



7 The puller wound up ready to go, but it was pulling sideways so I re-jigged it with a larger packing piece.



8 A few clouts on the end of the puller soon had the flywheel free. The fan belt did its job by stopping the flywheel from flying off.



9 With the six bolts removed, all that remained was to take the pulley flange off to release the belt.



10 The belt tension is adjusted by the use of spacer washers - just like on a VW Beetle car.



11 With the flywheel out of the way, I released the drain plug, draining the filthy contents into a suitable receptacle.



12 Three nuts removed and a bit of prising and the housing cover was off.

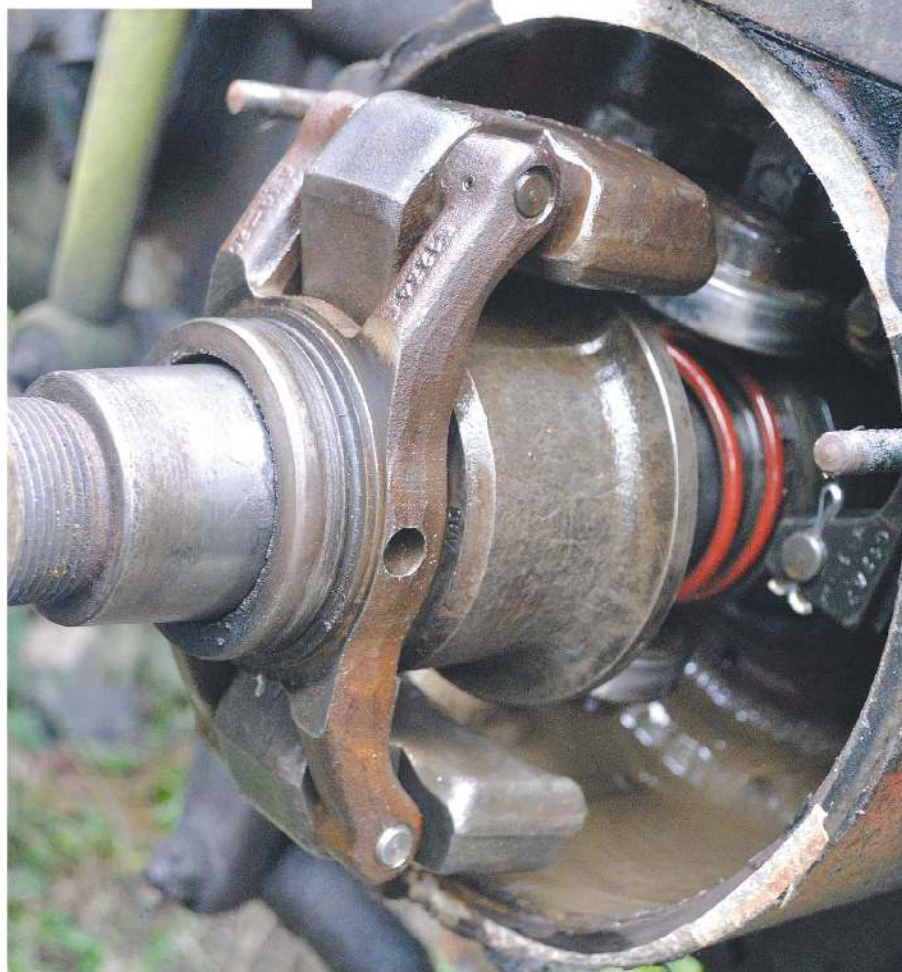


13 On the first inspection, everything appeared to be fine inside.



14 To gain access, the weight carrier needs to be removed; held to the shaft with one large roll pin, this is removed with a pin punch and hammer.

15 With a wiggle, this comes away with the thrust plate and spring after removing the Woodruff key.



16 Both roller bearings that run against the thrust plate are as good as when I replaced them last time I was in here.



17 The wedge at the top of the picture sets the pump stroke length thus engine speed, the closeness of the roller carrier to the cam looks ominous!



18 With the fuel pump out of the way and split pin removed, the arm is out of the tractor.



19 The roller is egg-shaped, seized and you can see where the carrier has been rubbing on the cam, this must be the cause of the problem.



20 This roller runs on the wedge and is still in good order.



21 After knocking the pin out, it can be seen that the needle roller bearing has been destroyed.



22 The pin it runs on is no better, it's worn and rough and will need replacing.



23 Luckily, I had a spare roller from the last batch I made several years ago, you can see the difference.



24 After setting the horizontal mill up using the old pin as a guide, I cross-drilled the hole for the split pin as it needs to be accurate, before hardening and tempering.



25 As a comparison, the new and old pins, the new one is about to be hardened.



26 Not the correct way to size a hardened pin, but it worked with a good mirror finish.



27 The pin and roller are a perfect fit, all it needs now is reassembling and will be ready to run the log splitter again.



28 The finished pin against the old damaged one, not bad for about an hour and a half's work, let's hope it lasts a while.



29 The sharp-eyed may have noticed the front wheel missing, while mowing against a hedge a thorn went through the tyre. Having a son in the motor trade brings benefits such as this tyre machine. It's ideal for front tractor tyres as it saves the paint from damage from tyre levers, etc.

PRODUCTS

Light and sound

New and in Sealey's Winter 2019 Promotion is their rechargeable torch with wireless speaker and 10W COB LED. Its built-in high-quality wireless speaker can easily be connected to your smartphone or tablet to play music. It comes secured in a rubber-coated housing with a recessed hook, two magnets and an integral 90-degree adjustable stand. It is IPX4 water-resistant and is IK06 impact rated to withstand falls of up to 1m. Full charging time is approx. six hours; there is a battery charge level indicator on the back and you can use the light while charging.

For more information, visit www.sealey.co.uk



Driver set

This comprehensive new screwdriver set from Kamasa Tools (ref. 56131) not only offers a fine selection of good quality screwdrivers but also includes a bit-driver and two sets of hex keys (metric and imperial).

There are 17 soft grip handled screwdrivers, the drivers manufactured from chrome vanadium steel with a satin chrome finish. They include three Star screwdrivers T8 x 75mm, T10 x 100mm and T15 x 100mm; four Phillips Ph0 x 75mm, Ph1 x 75mm, Ph1 x 100mm and Ph2 x 100mm; four PzDrive Pz0 x 75mm, Pz1 x 100mm, Pz2 x 100mm and Pz3 x 150mm; and six flat drivers, 3mm x 75mm, 3mm x 75mm, 5mm x 75mm, 5mm x 100mm, 6mm x 100mm and 8mm x 150mm.

The hex key sets include eight metric, 1.5mm to 6mm; and eight imperial 1/16in to 1/4in. The included bit driver is of the same specification as the screwdrivers and is supplied with ten 25mm bits: flat 5mm, 6mm and 7mm; Pz1, Pz2, and Pz3; plus, Star T7, T8, T9 and T10.

Visit www.kamasa.co.uk for more details.



Metal nibbler

The nibbler is a popular and common power tool used for cutting sheet metal providing a much faster and less tiring alternative to hand tools. This new example from Laser Tools (ref. 7693) is conveniently powered by your handy quick-chuck equipped cordless drill.

The nibbler has a lightweight aluminium body and composite handle to make it easy and comfortable to use. It has a smooth action that leaves the surrounding metal undistorted and is suitable for both straight cuts as well as being able to negotiate tight curves. Sheet steel up to 1.0mm thick can be cut and stainless steel 0.8mm thick. Longer straight cuts can be

assisted by running the nibbler along a straight edge and to cut in the centre of a sheet start off with a drilled hole. Nibblers are also particularly suited to cutting corrugated sheet metal. Spare nibbler punch bits are available.

More details from www.lasertools.co.uk



Confessions of a tractor widow —



A bizarre twist of fate leads to an awkward situation.

What's in a name

I've always enjoyed naming vehicles, much to Farmer Brown's annoyance. As a girl, I named my bicycles, and named my first car Stephanie after a neighbour, because its grille reminded me of her teeth. When Farmer Brown and I got together, I began naming his vehicles too. But he prefers to refer to his vehicles by their model or make, so he will say the "Thirty-Five" or the "Nine-Ninety", which I find impersonal. Giving them a name also saves me remembering the tractor model. It's one thing calling a tractor a Ford, but if you have more than one Ford model, it becomes laborious. It's much easier to say "Ron", which is what I call the larger of our Ford tractors.

I never think too long about naming a tractor; the name might come to me because of the maker's name. For instance, our Ferguson is called Feargal. Then sometimes a tractor might remind me of someone. We have a very temperamental Fordson N that I named Bridget after a woman I know. The David Brown Cropmaster has become Roy Cropper, after the character in Coronation Street, and the Unimog is called Boris because it is big, yellow, and cost us a lot of money.

The Ford called Ron was named after a chap we vaguely knew who was on the large side. It was fine while "Big Ron" (the human version) was never likely to come to our house, but then he developed an interest in tractors and started calling around. Farmer Brown had warned me not to call the tractor Ron in front of him. But then, by some bizarre twist of fate, the real Ron started to develop an interest in Ron the tractor and wanted to buy him.

Of all the tractors he could have chosen, he chose Ron. I was hoping he would never find out we had named the tractor after him. It seemed we had got away with it until the day came when the real Ron called round to collect Ron the tractor. I was making tea while Farmer Brown was rooting through the drawer for the documents. Then I heard him say, "Ahh here it is!" and suddenly remembered the documents are in an envelope marked "Ron". It was too late to shimmy over and take the envelope out of Farmer Brown's hand, so I had to think quickly.

"I wrote your name on the envelope," I shrieked. "I wrote it on there as soon as you said you were buying it!" The real Ron looked at me and said, "Blimey that's organised!" So yes, I think I got away with it.

next month

FINE TUNING

There are tractors that run, and there are tractors that run perfectly. Jo Roberts meets a collector who aims for perfection every time.



WINNING THE PEACE

In 1945 the Ford Motor Company replaced the long serving Model N Fordson tractor by a machine known as the Major, it was very much a stop-gap measure, today it is known as the E27N.



HARVESTERS LITTLE GIANTS

International Harvester had bought the old Jowett car factory at Idle, near Bradford, West Yorkshire in 1954 to build small tractors - a rather special one they called an International B-250.



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TRACTOR MART

MARCH ISSUE FRIDAY 31 JANUARY 2020



Even though you will be reading this at the end of January, in actual fact I am writing it very early on Christmas Day! I send belated prosperous New Year's Greetings to all our readers!

The objective of this special issue is to review all that went on in the 2019 sales scene: what's up and what's down. It was an interesting exercise, analysing how things have gone over the year, but one thing is for sure, there were more agricultural sales featuring veteran, vintage and classic tractors than any other year. Whether that trend will continue in 2020 is open to conjecture, but I feel it will not be quite the same.

However, in 2019 we had two amazing world and European tractor sale records, created by two British-built tractors and entered by British owners.

SPECIAL ISSUE SALES REVIEW OF THE YEAR

The first record happened at the Aumann Auctions pre-1930 Sale at Nokomis, IL, USA, on Saturday 13 April, when £409,309 was paid for a 1912 Marshall C type 15-30 that had been shipped especially from the UK to the venue to be sold.

The European record was set on Saturday 19 October, when Bill King of Cheffins sold the 1903 Ivel 131 tractor to a distant relative of the founder for £310,000, which cost him nearly £400,000 with all the bits. However, it has been a year of so many records, particularly on the classics front, which is where all the action is. You will read all that's been going on in the following pages! ■

MEET THE REGULAR TEAM

Peter Love - Editor



The joint founder of *Tractor & Machinery* and many other magazines. He has been involved in vehicle preservation since 1954 and has a wealth of experience as an owner, organiser and so much more, including tour operator, and is dedicated to the vehicle preservation movement.



David Reed Northern Correspondent

David has worked with the editor since 1995 when they met at the late lamented Sandringham Rally. This ex-York school teacher has interests in tractors and commercial vehicles.



Jo Lewis Southern Correspondent

Jo has been part of the editor's set-up since 1996 and has contributed greatly to many of his endeavours and is very much part of *Tractor Mart*.

OTHER CONTRIBUTORS

Chris & James Rowbery, Caroline Watson and Jayne Love

2019 MARKET REVIEW

Peter Love takes a look at the 2019 sales scene: what was up and what was down, as well as looking forward to the trends for 2020. He also suggests what you could be investing your money in, should you feel so inclined.



This County Super-Four 654 sold for £28,000 at Cheffins in October, some £10,000 more than the previous record.

That word Brexit was on everyone's lips as we ushered in 2019; the Government was locked down with no majority in the Houses of Parliament and could not see a way forward. It was certainly affecting trade, which was taking its toll on farming here and in the Republic of Ireland, with so much uncertainty affecting prices.

Yet, when it came to antique tractors – that is veteran, vintage and classics – the trends did not collapse and we were to see significant gains in many sectors, which we will look at in detail in a moment. The year 2019 has certainly been a 'total rollercoaster' of peaks and troughs, as one market expert reported recently.

There have been more collector sales in 2019 than I can remember, up by 15 per cent – yes that many. Some have come about due to collectors sadly dying, or getting too old to handle things, or people worrying about what life is going to be like after Brexit and wanting to get out now and realise their assets.

However, looking on the bright side, and depending on where you live in the world, with the pound dropping against the euro and the dollar, it has brought many Republic of Ireland players into the market. They have been snapping up tractors like no tomorrow, particularly classic County's that have been heading by the boatload over there in 2019. With sterling picking up against the euro following the UK December election result, it will be interesting to see how it all turns out in 2020.



The Ben Craig restored 1980 County 1474TW sold for a record £94,000, £21,000 more than the previous record.



This ex-UK owned IHC Mogul Junior sold on 13 April for £272,873 in Nokomis, IL, USA.

Before we focus on individual makes, let's look at a summary of the categories that we cover here: veteran, vintage and classic – with a bit of modern chucked in as well!

VETERAN 1900-1930

We were to see two world records set for a veteran in Europe and a World record set in the USA, even though, remarkably, the vendors came from the UK! Who would have thought that would have been the case when we approached the New Year. It all started in August 2018, when Kurt Aumann visited the 50th GDSF and did the deal while in the UK to have some of the Ward Brothers' collection tractors in his Nokomis, Illinois, annual Pre-1930s sale on Saturday 13 April.



The European, record-breaking 1903 Ivel that changed hands for £310,000, plus commission.

The record breaking tractor was the ex-Canadian, 1912 Marshall C type 15-30, that had been hidden up in Western Canada for decades and had not fallen into the hands of Stan Reynolds, the big collector in those parts. It was purchased using pure Canadian dollars by John Stephenson from East Yorkshire, who brought it back to the UK and rallied it at our Tractor Millennium Show and at the 2002 GDSF Veteran Tractor Feature, which is still the largest gathering of pre-1930 tractors in Europe today.

The main thing with the Marshall 15-30 is that it is a genuine, original condition tractor, which, it must be said, was underpowered in working day conditions – that's 108 years ago now! John sold it on and the next owner didn't keep it very long himself, before it ended up in the extensive Ward Collection. Having been shipped to the States, which was well documented over the internet, along with other gems from this collection, it went on to make a remarkable £409,309 – the highest ever paid for a veteran tractor. However, the 1914 IHC Titan 45D two-cylinder tractor, that made lots of superb noise at Tractor Fes, Newby Hall in 2010, also made a record for its type here at £300,963. There were also other records that were broken at the sale from this collection.

However, it's the bigger veterans that are making the big bucks and it is these that the North American collectors (mostly) are after. There is plenty of choice at more affordable prices in the small to mid-sized veterans, as we will see later on.

Coming back to more recent times, on Saturday 19 October, the largest crowd

ever turned up at the Cheffins Vintage Collective site at Sutton, Cambridgeshire to see the Peter Moffitt 1903 Ivel No. 131 sold.

There was lots going on behind the scenes and, at one stage, it wasn't certain whether the tractor was going to turn up at the sale at all as people were trying to buy it via the back door; however sense prevailed and it was there for everyone to have a go at. It had been difficult to value as there had not been one sold for many decades; £150,000 was basically the reserve and that looks cheap now!

As it was to sell for £310,000 hammer price, and has gone to a distant relative of the original creator, we just hope it will still be accessible, as it was when it was in the ownership of the Moffitt family and travelled to Ireland three times.

However, strong prices were paid for a number of the other veterans at that sale in October, but it's the same people buying them. There aren't hordes of people interested in buying veterans – in fact you can possibly count them on just two hands.

At the end of the year Bonhams held their 21 November, RAF Hendon annual collective. Hardly anyone in the movement twigged that there was an excellent IHC Junior 8-16 in the sale. It was 80 per cent restored, with all the mechanicals essentially done and very well painted. I was able to tip a younger West Midlands collector off and they secured it for £7,475 all in! This must be classed as the bargain of the year.

BELOW: Sold in October for £15,100, the very rare, genuine Roadless Super Dexta.

VINTAGE & POST VINTAGE 1930-60

I have clustered these two groups together here; unfortunately the market is definitely softening, particularly for American makes that were used over here, and there were many bargains in this section during 2019. One example was a very well restored Case D, from a deceased estate, selling at only £2,400. Allis-Chalmers prices are way down as well, sadly nothing has changed there. People want diesel tractors, not petrol/paraffin ones with magnetos and a starting handle – they want a starter motor and a big battery! However, if you have an original genuine machine, that's what the collectors want – no matter what category it comes in.

Yet the more familiar markets in the blue, grey and red liveries are doing well in certain areas; we will look at them in the individual makes market shortly.

NORTH AMERICA

It's the same in the USA; take a look at the large Mecum November auction, which acts as a barometer for the general market over there. You could pick up some 20 very well restored tractors of all makes in this section for about £20,000 – you could not do that a few years ago. It has been reported that the



This original classic Zetor 6011 two-wheel drive sold on 19 October for £6,800.



This original Scandinavian 634, with not very pleasant tyres, sold for £11,000 in October.



A well known International B-450 was to change hands for £13,000 with new boots on.



Some £45,000 was paid for this ex-David Bond IHC Mogul with a good provenance at the Cheffins October sale; it is staying in East Anglia.



This Lambourn cabbed Roadless 120 went on to sell for a record-breaking £46,000 in October.





The 1968 Doe-130 with Fritzmeier cab was split with the front tractor converted to a forklift; a back tractor was sourced and it was all back together and sold to Imbert May at £50,500 on 4 May.



The amazing Case-HL 1455XL went on to sell for a record-breaking £53,500 in Devon on 4 May 2019.



Sold for £3,000 in April, this mainland European entered SFV 302.



This 1963 Doe Triple-D 310 30NWC went on to sell on 4 May for £52,000 with V5c.



The 1983 Fiat 680 DTH four-wheel drive went on to sell for £10,400.



The most popular classic tractor on the sale field is the Ford 7810 Series III four-wheel drive at £29,000.



This rare County Four-Drive was offered at a number of sales before selling in April for £11,000.



Some £30,500 was paid on 4 May for this Ford TW-35 II four-wheel drive with 4,900 hours.



The controversial ex-Australian, Northern Ireland Peterbro was sold after the sale for nearly £30,000, but could not be started.



Sold for £71,000, a world record for a Doe 130, but this was the last one made after all. It went to the creator of the original Doe George Pryor new, who was a very humble man.



Sold in September for a good £4,600 was this original grade 2/4 export narrow Dexta, with such a lovely history.

USA car market, which allegedly is doing well, has seen a staggering 32 per cent drop compared to the previous year. This drop has certainly also hit the tractor market over there in some form or another.

EUROPE

Unfortunately, the interest in general European tractors has dropped in the UK – and that's without a car connection. Lanz, when offered, are snapped up and taken back to mainland Europe. Cheffins sold a very good, older restored French SFV 302 for £3,000 in April and offered a brilliant original 1950 SFV 302 at Harrogate in August, where bidding stopped at £3,600. One would have thought that it was really worth £5,000 – £6,000, but they don't appeal like they once did, that's for sure.

However, that's forgetting that the European market is still very flat, which is why dealers bring certain makes here to be sold. Examples of this include Lamborghini and Porsche restored tractors, in particular. These normally appear at mostly 'high class' car sales, where the commission is over 20 per cent; the last recorded example was on 21 November at the RAF Bonhams sale.

The 1960 Porsche 218 two-cylinder with full linkage (not all have linkage fitted, so be warned) had been restored in Slovakia and sold for £18,975. This is a typical price for one of these tractors, mostly single and twin-cylinder examples are offered, but some three-cylinders do appear from time to time. However, the four-cylinder Master, the 'king' of the range, are not to be seen here; if one did come up you would expect to pay £28,000 in restored condition.

CLASSICS 1960-1996

Just like the UK car market, classic tractors are the 'in thing' and there has been a general increase in market prices, up by a staggering 22.7 per cent overall, particularly on the farm original market. The big make that has seen the most significant gains during the year has to be International. Who would have thought at the Cheffins Rodney Cowle Collection Sale on Saturday 4 May, we would see a late Nuess-built, 1996 Case, 1455XL four-wheel drive for an amazing £53,500 – it had an estimate of £34,500!

Other examples of this model also did well during the year, and many classics from this make also performed better than they had done previously; for example at the Cheffins Harrogate sale in August, where a 1984 International 956XL 4WD made

£10,000. The 1985 International 885XL 4WD sold at £10,100 and a 1982 International 1255XL 4WD at £8,400. None of them were in the same league in terms of condition as Rodney's 1455XL, but they were clean in their own way. In fact the increase in interest in this make comes through the various IHC UK clubs, which have seen an increase in this make's prices, right through to even the humble International 10/20!

In the blue camp in 2018/9 we saw the re-emergence of the Ford 7810 Jubilee from its previous high at Ely in March 2006. It made £26,000 plus, with VAT on top. The market dropped to as low as £8,700 for a so-so example, and similar prices when people became desperate to get rid of them. Then the 2018 Paul Cable example sold and the market was certainly on the up again for the silver and blue machines. At the trend-setting Rodney Cowle sale two original examples came up – selling for £37,000 and £40,000 respectively – and we have since had two other farm examples sell for very good money, plus a couple sold privately, also for top money I am told.

Moving on, there have been other gems selling well throughout the classic market, even the UK Case David Brown prices have seen a lift. Most of the buyers of classic originals are very much current, or retired, well-established farmers who like the older, genuine original machines in the tractor shed.

As for the four-wheel drive classic market, the County in particular has seen prices for this great 90-year-old make increase by as much as 38 per cent overall, which is totally amazing. However, I personally thought the County 1884 in October would make £150,000 on the day; I was over optimistic as it sold for just £132,000! And has gone to County Wexford, Republic of Ireland. At the same sale, the lovely Ben Craig restored 1980 snub nose 1474 grade 5.6 changed hands at £94,000 – that's £21,000 more than the lovely Rodney Cowle grade 5 example sold in May, also by Cheffins.

On a very dull and cold day in mid-July in Northamptonshire I saw a County 1174, an older, restored example grade 2/4 that was rusting away in places and stuck in gear, sell for over £19,000 and again go to Ireland! Just a few years ago it would have sold for no more than £9,000 – amazing.

However, the Roadless market is not quite in the County league and not so popular, which is so disappointing. In working times they were thought of as the Rolls-Royce four-wheel

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drive tractor, until the portal axle failure that, unfortunately, brought the company down.

MODERN MARKET

Unfortunately, as I speak the modern market that we regularly report on is overstocked. Dealers' yards are full of the stuff at the moment, not helped by floods and all the problems associated with keeping animal stock going, and removing those 600 acres of potatoes stuck in the ground. The established makes are selling as expected: John Deere, New Holland, Massey Ferguson and Case-IH.

However, in Cornwall a raft of late Deutz-Fahr sold for some remarkable prices in October. Nevertheless, the UK is where people bring their tractors to sell, particularly at the Cheffins second Monday in the month sales, which sell tractors from all over the world – even from North America.

As I write this on Christmas Eve, despite all that's gone on in 2019, people are very positive for 2020, particularly now the political deadlock has been broken – whatever side you are on.

For business, which makes the world go round and puts food on the table and money in people's pockets, the United Kingdom's economy is in a lot better state than most. In 2019 it was certainly very resilient indeed, particularly in the market we are concentrating on here.

MAJOR MAKE RÉSUMÉ

Allis-Chalmers – Prices still not going the right way, but has excellent club back up in the UK and America to keep this glorious make going and parts are available.

JI Case – Similar to AC, perhaps worse! This applies to the vintage era tractors, but Case C originals can do well if the right people are at the sale. Unfortunately, with no UK club concentrating on the make it doesn't help the cause, but parts are available for most models from the USA.

Caterpillar – For the 'king' of the tracklayer it's been very much up and down. Cheffins offered a number of dusty D2s and D4s at their April sale and their prices didn't excite. However, a number of more original examples of the

smaller model variety sold well at various sales dotted across the UK. This led to the £32,000 for the concours, grade 6 Caterpillar D7 3T that sold in Cornwall in October. In fact, Cheffins had sold the tractor some four years before for just £14,000; life is certainly up and down for the 'king'.

County – We spoke about this make in some detail earlier on, but it's the wheeled tractors that have seen the significant price improvement, however the crawlers are still holding up – see Price Guide.

David Brown – One of the problems of this make is one of oversupply – that shows how popular they are but it doesn't help. Nevertheless, the prices are very up and down – perhaps the heady heights of the 50D prices are really over? However, a good, well-restored Cropmaster still commands good prices. Another that will do well is the 770 Selectamatic, in Raspberry Red and Orchid variations. However, the David Brown classic market has started to pick up for a make that has been difficult to export, thus keeping many good classic examples in the UK to cherry-pick for future restoration.

Doe – The Triple D market took a hit in 2018, starting at the Paul Cable May sale, but it had been coming for a while and it's still trying to recover. However, we are still expecting a good, complete Doe of any kind to make over £54,000 – although those days look to have gone for the moment. However, the Doe 130 is catching up the Triple D in value; the grade 5 example – the last Doe 130 built – raised a very good £71,000 in the April collective. At the same sale, a 1963 Triple-D New Performance grade 2/4, sold to a maiden bid of £40,000.

Ferguson – The story here is a positive one: through the grey range from the Ferguson Brown A onwards. The post-war range sees the TE-F diesel doing well again; the only downward trend is the grey and gold FE 35 petrol paraffin. Original TE- range examples normally are quite rusty and take some cleaning up, but they do still come up occasionally.



The one that got away for only £5,500: this genuine 1952 Fordson E1A Major with underslung exhaust, that worked in Berkshire with only 3,000 hours.



Paul Cable bought back his May 2018 sold Ford 2000 in September 2019 at £5,500, which was considerably less than he sold it for in 2018.



Massey Ferguson 175 in original grade 2/3 condition, sold for £11,200 in September.



The highest priced 1963 Massey Ferguson 35x in 2018, was this example at £13,000.



Duncan cab with the windscreen missing, was to sell for £5,800 in September.



Some £45,000 was paid for this 1983 County 1184TW, which had an excellent interior, but needed work.



Supplied by Wallis & Stevens of Basingstoke, a 1967 Massey Ferguson 165 was sold for £4,600 – the snip of the day.

Field Marshall – As for the Field Marshall range, it's not been their best year with prices down. We had a lovely grade 5.5 Series 3A sold at £16,000, as the owner wanted the money for another project, and it was certainly worth at least £20,000. On the plus side, we had a Marshall 18/30, that could have been called an unfinished project, sell for a stomping £51,000 in April, so there is certainly lots of life left in this famous make yet.

As for the Marshall MP6, two examples were offered this year. The first, Essex-owned example did not sell, but the Brian Poole prize winning concours example – even though the engine perhaps needs some bedding in, as it blue smokes a little from lack of use – still went on to sell for £63,500 on 19 October.



It was to sell in September for a fine £9,800, with much overspray on the rear fenders



A 1937 Ferguson Brown A 818 changed hands for £17,500, with Ferguson Brown plough.

Fordson & Ford – The story here is an interesting one: Fordson Fs and Ns are not doing well, there are too many of them and not many nice ones being offered. The E27N is holding up well and there is a slight increase on the petrol/paraffin prices. Moving to the E1A:

the prices are generally down – a just wonderful, original 1952 example selling for only £5,500. You would have thought it was worth £10,000, but there you go. The New Performance is the one they all want, but prices are slightly back. However, the Dexta has seen good increases across the board, ranging for original through to very good restored examples. You now expect to pay £5,000 for an original, rust-free example.

As for the Ford classics, they are bounding along, with the 2000–4000, original style seeing a rise in 2019 – as has the 5000. Cheffins sold one later in the year for £14,800. As we said before, the 7810 four-wheel drive is the 'in thing' and quite regularly now fetches over £20,000. As for the 7000, it's still up and down and you never know what they are going to make – anything for £10,200 – £24,000. Yes, it's like that in original or restored condition. All in all the entire range still has much to recommend it and it's one to invest in for the future – and while you can I would say.

INTERNATIONAL

We mentioned earlier how the International Harvester Co. family has done well in 2019, and that is very much down to the clubs who are supporting this family of tractors. Even the older, vintage ones that have been in the dumps for some years have seen a four per cent increase in their 2019 prices. We saw the veterans of this



Some £2,800 was paid on 14 September for the International 10/20, which was used on an airfield in WW2.



The Massey-Harris 745PD and 744PD were to sell for £7,000 between them. In 2018 one would have expected them to make £10,000 at least.



This grade 4.8 1967 Ford Pre Force 5000 was to sell for £13,200 in September.

make at Cheffins in October attract mega money, with £45,000 paid for the Mogul 10-20. I would suggest that you would be hard pressed to get that money in North America for one of these. The £28,000 for the Mogul 8-16 that needed some work was an exceptional price, but it does have a UK provenance.

In April we had a rare International LTD-5 crawler come up in original – but not that outstanding – condition, which sold for a very good £11,000 in the West Country. As we said earlier, the classics of this make, particularly the Doncaster and Nuess-made products, have gone through the roof in 2019, which can only be good for this underrated make.

John Deere – This is an interesting make: prices for the two-cylinder models have not been exciting for some years now, but the classic market is gradually gaining momentum. Many of this make get exported to various countries, even the USA, which doesn't leave much around in the 20-50 series to take in. There have been a number of the popular 2030 series offered, but in varying conditions and never as properly restored examples. We had a road run used 1972 1120, that was very original and in 2/3 condition. Unfortunately, it had been used as a yard scraper and it badly needed tyres and floor panels. The £3,500 was about right, although you could easily have spent £5,000 on it just to make it straight – even though it carried a V5c.

Leyland – Prices are still in the doldrums for this make, but time is running out to find good examples, so get in there when they come up; spares are basically available but not the cheapest.

Massey Ferguson – The big hit of 2019 was MF: prices were very much up, with a whole raft of originals offered during the year. Who would have thought that a 35x original would make £13,000, while a cabless 148 MP made £13,100 in September – just two of the 2019 highs. Then in October we saw a 160-hour MF 230 sell for £18,000; there are other examples we could show you in the larger range. It pays to invest in this brand, which has its own magazine and clubs supporting it. Parts are available, if varying in quality, so it pays to buy original parts when they come up. I am sure there will be more original examples of this make appearing in 2020.

Massey-Harris – A make that took a massive dip in 2019 was Massey-Harris. It has never been that easy to sell the many imports



This ex-Danish, 1961 Jon Plowright imported, high compression original petrol MF 35, sold for £5,900 in August.



Some £7,000 was paid for this grade 4.5 1959 John Deere 730 diesel in August.



Some £3,500 was offered in August for this Leyland 262, but on the day in Harrogate it was not accepted.



Grade 4.8 International 434 changed hands in August for £4,200.



In grade 2/4 condition, the running and genuine Ford 9N, sold for £3,600 in North Yorkshire.



Built in 1984, the International 956XL sold for £10,000 at Harrogate in August.

that come this way; however, the native 744 and 745 have always kept things up for this proud and well-loved make. With hindsight, placing a huge collection on the market at once was perhaps not the best idea. Unfortunately, the make suffered at the subsequent sales and has been brought down to a low level never before seen – it can only go up in 2020.

Nuffield – There are plenty of Nuffield machines offered on the market each year and they can be purchased for very little money. In fact, you can have a wonderful collection in no time at all with little work. In 2019 the prices have seen a small gain here and there, but are still on the back burner in places.

Roadless – A number of this make come up each year in different types and conditions, and it's worth remembering that the company's history with wheeled tractors goes further back than its counterpart, County. However, the prices never come up to what you would expect. Take the ex-George Yarwood 980 that came up at the end of the year – it raised £31,000, plus VAT. With all the work that was carried out on this grade 5.7 tractor, you would think it would be worth a lot more but, as we know, the market dictates things. The Roadless Internationals add another dimension to this make and, with IHC prices going up, the very nice Roadless B-450 grade 4.7 sold in October for £13,000.

Zetor – Time has caught us out and, running short of room, we finish with the Czechoslovakian make of Zetor. There are not so many coming up at auction these days and they have lost their way on the preservation market as well; however, the make is highly regarded in the Republic of Ireland. We did have a classic Zetor 6011, two-wheel drive sell in October for £6,800, but unfortunately prices have generally taken a bit of dip for this make. ■

Our price guide reflects the prices that have most recently been paid for veteran, vintage and classic tractors and it takes four issues of Tractor Mart for the full A-Z of tractors to appear.

PART D-F

The prices are based on tractors sold at sales, on the internet, privately and in some overseas markets as well. Naturally, prices change as time progresses and it's not always an upward trend, but you will get a good indication of what's going on with the current market by referring to our guide. Here are a few pointers on buying a tractor to help you.

If you are looking for a tractor to buy for restoration, or work, there's a vast choice. However, if you are looking for something specific, do weigh up your options first, particularly if you have a limited budget. If it's a popular model, then it's not always to your advantage to go for the first one you see. Whatever is wrong with the tractor, make sure you have a good idea of how much it will cost to repair and so on.

Buying a restored tractor can be the best option for some people. But do your research properly and if you are buying at a sale, talk to the vendor if you can. For example, the tractor has a shiny coat of paint, but ask him what rust prevention primer he used underneath it, was the tractor sand-blasted or only wire-wheeled down? If the vendor is worth his salt he will

have pictures of the restoration and be able to back up the information he gives you.

Find out what you can. Take a friend or associate with you who, perhaps, has a better idea of what is what and, if there's a preview to the sale, go and try the tractor out for yourself. Make sure beforehand exactly what you will have to pay after the hammer has dropped: does the lot have VAT? What's the buyer's commission and so on?

Buying online at a sale can save you travelling, but you really don't know what you're getting. Yes, you can see the pictures of the tractor and the live action, but you aren't properly seeing it for yourself. If you cannot attend, get a trusted friend, or associate who might be at the sale, to look at the tractor for you, then bid online.

An associate recently got talked into buying a continental tractor (made in Germany) via an internet advertisement and was told it had a transmission problem. He asked about obtaining parts and was told they were easy to get. Well that might be true in Germany, but my associate doesn't speak German. In addition, specific items are very expensive for these tractors. He also wants to use the tractor, particularly for road runs, but he has now discovered that it's not very fast on the road (18km/h) - not a very happy outcome really.

Some people love the adventure of tracking down the spares and all that that entails - the challenges, the travel involved, people you meet along the way, it all adds to life's

PRICE GUIDE KEY

What our Coding System Means

We have laid out the guide in six bands and a more detailed explanation of these is set out below. However, please note that in our sale review pages we sometimes use a double number code, for example 2/4. This would mean, needs work (2) and is an older restoration (4).

Band 1	A tractor that normally isn't running, but can be restored
Band 2	A tractor that is running and needs some work
Band 3	The critical one, it's for original-type tractors - tractors that are essentially very straight and original, have good tin work, have in most cases not been re-sprayed during their working lives, run well and normally have very low hours. There can be exceptions to the rule, but original-type tractors in most cases command higher prices and in some cases it's more than a good restored tractor.
Band 4	This represents an older restored tractor that normally runs with a little recommissioning, but perhaps hasn't been looked at for a while.
Band 5	A restored tractor that does everything it should and looks good with average paintwork.
Band 6	The ultimate. These are concours tractors that have been gone right through and are finished to perfection, but not customised.

All the prices quoted are what we call hammer prices and don't include UK VAT, commission or value added tax in the USA. If you cannot find your make or model for any reason, or need any advice, you are welcome to call our compiler, tel: 01323 833125.

experiences. However, for the person in question that wasn't on his agenda at all, so really think about what you are buying.

If buying an imported tractor - especially from North America - make sure you see a rear view of the machine before purchase.

On a number of occasions it has come to light that the tractor featured damaged wings through containerisation. If the vendor does not want to send a rear picture then there must be a good reason. This especially applies to veteran tractors. ■

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
DAVID BROWN CONTINUED FROM LAST MONTH							
1390	1980-84	£2,700	£4,650	£9,000	£6,250	£10,400	NA
1390 4WD	1980-84	£2,950	£5,600	£12,100	£7,900	£12,500	NA
1490	1980-84	£2,900	£4,600	£12,400	£7,100	£12,200	NA
1490 4WD	1980-84	£4,100	£5,100	£14,500	£9,600	£14,750	NA
1690 (includes turbo)	1980-84	£3,400	£5,950	£10,750	£9,600	£13,700	NA
1690 4WD (includes turbo)	1980-84	£4,950	£5,750	£13,200	£10,200	£15,200	NA
1194 Hydra-Shift	1984-88	£2,750	£4,950	£8,950	£6,800	£10,250	NA
1194 4WD Hydra-Shift	1984-88	£3,450	£5,920	£14,500	£7,250	£12,970	NA
1294 Hydra-Shift	1984-88	£3,100	£5,900	£12,200	£6,500	£11,750	NA
1294 4WD Hydra-Shift	1984-88	£3,500	£5,950	£14,800	£9,200	£13,500	NA
1394 Hydra-Shift	1984-88	£3,100	£5,900	£9,750	£8,700	£12,750	NA
1394 4WD Hydra-Shift	1984-88	£3,600	£6,100	£14,400	£9,400	£14,200	NA
1494 Hydra-Shift	1984-88	£3,100	£5,900	£16,000	£9,600	£14,200	NA
1494 4WD Hydra-Shift	1984-88	£3,400	£6,400	£16,500	£10,800	£16,800	NA
1594 Hydra-Shift	1984-88	£3,200	£5,700	£14,900	£9,200	£14,600	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
1594 Hydra-Shift 4WD	1984-88	£3,400	£6,600	£16,900	£10,900	£16,200	NA
1694 Hydra-Shift	1984-88	£3,500	£6,100	£16,800	£10,400	£15,600	NA
1694 Hydra-Shift 4WD	1984-88	£3,900	£6,400	£17,500	£14,200	£17,200	NA
DEUTZ							
F1M414	1936-51	£1,500	£2,300	£3,000	£2,900	£3,600	NA
F2M317	1935-40	£1,900	£2,800	£4,000	£2,900	£3,200	NA
D40	1958-60	£1,600	£2,300	NA	NA	£4,600	NA
F3M417	1942-52	£2,800	£3,900	£4,950	£3,750	£6,400	NA
F1L514/51	1951-57	£1,800	£2,100	£3,200	£3,700	£4,600	NA
F2 514/53	1953-57	£1,850	£2,600	£3,500	£3,100	£4,750	NA
FL612/4	1953-58	£1,800	£2,400	£4,200	£2,800	£3,750	NA
F2L612/56	1956-58	£1,700	£3,300	£3,600	£2,700	£4,300	NA
D30/D30S	1962-64	£2,680	£2,900	£4,750	£3,400	£5,200	NA
D50.1S/D55	1962-64	£1,900	£3,800	£3,900	NA	NA	NA
D40-2	1964-65	£1,950	NA	£3,600	NA	NA	NA



Clean Farmall Cub's that run
are still coming up and
sell approximately for £1,400.

This Field Marshall Series
Two sold for £10,000 in
Norfolk during September.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
D5506	1968-74	£2,100	£3,900	£4,800	NA	£5,750	NA
D6006	1968-72	£1,900	£3,600	£4,900	NA	£5,950	NA
Intrac	1969-74	£3,400	£6,200	£7,500	£5,200	£9,750	NA
D7206	1974-81	£2,900	£4,200	£3,900	NA	£5,100	NA
DOE							
Dual Power	1958-59	NA	£42,000	£58,000	£51,000	£52,000	NA
Triple D SM	1960-63	£22,000	£38,800	£54,000	£48,000	£57,000	NA
Triple D NP	1963-64	£29,000	£41,000	£52,000	£43,000	£58,000	NA
Triple D NP (Half)	1963-64	NA	£11,000	NA	NA	NA	NA
Triple D (Half)	1960-63	NA	£10,800	NA	NA	NA	NA
Doe 130	1965-68	£31,000	£50,500	£72,000	£51,000	£65,000	NA
Doe 130 (Front half)	1965-69	£14,000	NA	NA	NA	NA	NA
Doe 150	1968-69	£28,000	£40,000	£65,000	£62,000	£64,000	NA
D5100	1971-72	NA	£8,900	£18,000	NA	NA	NA
Replica Doe Triple D	1960-64	NA	NA	NA	£44,000	£26,000	NA
Doe Triple D trans b/end	1963	NA	£8,200	NA	NA	NA	NA
Doe Triple D frame	1962	NA	£11,000	NA	NA	NA	NA
Doe Triple D rear half & front bed w/trans	1963	£21,000	NA	NA	NA	NA	NA
Replica Doe 130	1965-68	NA	NA	NA	NA	£23,000	NA
DUTRA							
D4K 4 x 4	1963-69	£2,300	£3,600	£4,300	£3,800	£6,100	NA
D4P 4 x 4	1968-72	£2,500	£2,900	£5,700	£4,300	£7,800	NA
EAGLE							
F12-20/22/F16-30	1916-22	£8,900	£16,900	£34,000	£22,400	£36,000	£39,000
H13-25	1922-30	£8,700	£14,200	£30,000	£21,800	£35,000	NA
H20-35/20-40H22-45	1922-32	£10,000	£17,000	£22,000	£30,000	£32,000	NA
EICHER							
ED50	1957-59	£1,500	£2,100	£4,000	£2,800	£4,000	NA
ED16	1953-57	£800	£1,300	£2,900	£1,900	£2,900	NA
Puma Standard	1960-62	£1,200	£1,900	£2,950	£2,800	£4,200	NA
Puma Narrow ES200	1960-61	£1,400	£1,800	£2,500	£2,900	£4,000	NA
Puma 1&2 Narrow	1961-70	£1,500	£2,000	£3,000	£3,900	£4,100	NA
ELECTRIC WHEEL COMPANY							
Allwork 16-30	1924-26	NA	NA	£27,178	£21,000	NA	NA
EMERSON BRANTINGHAM							
Big Four 30 & Gas Traction C	1910-20	NA	£57,500	NA	£68,300	NA	£171,000
Big Four 20-35	1913-21	NA	£38,000	NA	NA	NA	NA
12-20L (three-wheeler)	1916-17	NA	£33,745	NA	£55,000	NA	NA
12-20Q	1917-20	NA	NA	NA	£24,000	NA	£27,230
12-20 AA	1918-28	£8,000	£9,803	NA	NA	NA	NA
15-25 KK	1919-28	£5,500	NA	NA	NA	NA	NA
EVA							
EVA Force 5000 Belgium	1968-71	£2,900	£3,900	£4,900	£5,800	£6,400	NA
EVA Force 5000 Belgium(4WD)	1968-71	£4,200	£5,100	£6,900	£5,200	£7,900	NA
EVA Force 5095 Belgium	1971-75	£3,200	£4,100	£5,600	£4,950	£6,200	NA
EVA Force 5095 Belgium (4WD)	1971-75	£4,200	£5,100	£5,600	£4,950	£6,900	NA
EVA 7400 Belgium	1975-77	£4,100	£5,200	£7,300	NA	£7,850	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
FAHR							
D180H	1954-59	NA	NA	£4,100	£2,900	£3,100	£4,700
D177/S	1958-61	£750	£1,400	£2,800	£3,100	£3,400	NA
FAIRBANKS MORSE							
15-25/15-30	1910-15	NA	£142,000	£175,000	£235,000	NA	NA
FARMALL							
Regular	1924-32	£1,200	£1,800	£2,800	£2,100	£4,200	NA
F-12	1932-38	£800	£1,300	£2,600	£2,100	£3,100	NA
F-14	1938-39	£900	£1,300	£3,100	£2,300	£2,900	NA
F-20	1932-39	£1,100	£1,650	£2,800	£2,600	£3,400	NA
F-30	1931-39	£1,100	£1,700	£2,300	£1,900	£2,800	NA
A/AV	1939-47	£950	£1,300	£2,100	£2,200	£3,400	NA
Super A	1947-54	£900	£1,300	£2,600	£1,900	£2,700	NA
B/BN	1940-48	£1,600	£1,700	£2,900	£2,900	£3,400	NA
H/HV/N Three-wheeler	1939-53	£1,100	£1,400	£3,500	£2,900	£3,800	NA
H/HV	1939-53	£650	£2,900	£3,300	£2,100	£3,700	NA
H Perkins P3	1939-53	£350	NA	NA	£3,200	£3,900	NA
M/MV	1939-53	£910	£2,400	£3,500	£2,600	£5,500	NA
M Perkins L4	1939-53	£400	£1,800	NA	£3,500	NA	NA
M Sheppard 6M diesel con	1950-53	NA	NA	£6,150	NA	NA	NA
M Three-wheeler	1939-53	£1,450	£1,700	NA	£2,500	£3,200	NA
BM	1949-54	£950	£1,900	£3,500	£2,000	£3,800	NA
Super M	1952-54	£1,050	£1,850	£3,900	£2,300	£3,600	NA
Cub	1947-79	£850	£1,300	£2,000	£1,900	£2,900	£3,400
Cub/Super Cub (French version)	1948-63	£800	£950	£1,400	£1,850	£2,300	NA
Super MTA Diesel	1954	NA	NA	NA	£2,000	NA	£10,400
Super MV hi-clear	1953	NA	NA	NA	NA	NA	£37,200
BMD	1952-53	£900	£1,500	£4,300	£2,300	£3,100	NA
Super BM	1953-59	£950	£2,400	£4,000	£3,900	£5,300	NA
Super BM 3-wheeler	1953-59	£1,800	£2,300	£3,600	£3,100	£3,900	NA
Super BMD	1953-59	£880	£2,400	£3,800	£3,600	£6,300	NA
Super BM Coronation (gold)	1953	£1,800	£3,000	£5,100	£5,200	£6,400	NA
Super FCC (French)	1949-55	£950	£1,200	£2,000	£2,600	£2,800	£3,500
C/Super C	1948-54	£1,000	£1,700	£2,000	£2,500	£2,900	NA
Super FC	1946-53	NA	NA	£1,800	NA	£2,850	NA
234 FD diesel	1953-58	£800	£1,100	£2,000	NA	£2,300	NA
FU236	1958-60	NA	£2,000	NA	NA	NA	NA
100/300	1953-56	£1,000	£1,600	£2,800	£2,000	£2,600	NA
400/450	1954-58	£1,300	£1,900	£2,900	£2,400	£5,100	NA
B450 RC	1959-69	£1,900	£3,800	£5,000	£9,100	£6,200	£12,100
FENDT							
Dieselloss	1953-58	£1,800	£1,900	£3,400	£2,600	£2,800	NA
Diesel 10B Vineyard	1963-68	NA	NA	£1,550	NA	NA	NA
Favorit 1	1958-63	£1,560	NA	£2,800	£2,900	NA	NA
Favorit 2 (FW150)	1963-67	NA	£1,850	NA	£2,900	NA	NA
Farmer 1 (FL131)	1963-67	NA	£2,400	£3,600	NA	NA	NA
Farmer 2 DE (FW228)	1968-70	NA	£3,200	NA	NA	NA	NA
Farmer 200s	1972-82	NA	£3,100	£4,200	NA	NA	NA
F20G	1951-56	£1,200	£1,400	£4,000	£2,300	£3,400	NA
F28	1952-59	£1,400	£1,800	£3,500	£2,300	£4,000	NA
Farmer 1 (FW237)	1958-61	NA	NA	NA	£2,100	NA	NA
Dogcart F220GT/225/231/250	1958-84	£1,500	£1,900	£3,800	£3,200	£6,800	NA
FERGUSON							
Ferguson-Brown	1936-37	£9,500	£12,500	£23,000	£15,000	£17,500	£21,500
Ferguson-Brown	1936-39	£9,800	£12,000	£24,000	£16,500	£18,400	£24,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£16,900	NA
TE-20	1946-48	£650	£950	£5,500	£3,700	£4,100	£4,800
TE-20 Narrow Perkins P3 Conversion	1946-48	NA	£2,100	NA	£2,700	£2,900	NA
CONTINUES NEXT ISSUE							

NEXT ISSUE FEATURING: ■ FERGUSON ■ FIAT ■ FIELD-MARSHALL ■ FORDSON/FORD

If you plan to attend any of these sales, do let us know what you thought and if you bought anything that would interest us. Please email: peter.love@kelseymedia.co.uk or tel: 01323 833125



Great to see! This Allis-Chalmers HD-4 and International TD-8 have reserves of £2,300 and £2,500 to see them change hands and certainly are very much worth it.

JANUARY

30 TO 3 FEB ONLINE TIMED

COLLECTIVE AUCTION. South West Collective Sale of Tractors, Vehicles, Agricultural, Horticultural & Building Related Machinery, Implements & Equipment. stags.co.uk/pages/online-auctions

FEBRUARY

4 ANNUAL LATE MODEL AG & CONSTRUCTION EQUIPMENT AUCTION.

72435 State Road 15, 46553 New Paris, IN, USA. Polk Auctions, www.polkauktion.com

6 INTERNATIONAL READING CONTRACTORS PLANT AUCTION.

31 Great Knolls Street, Reading RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

8 VEHICLE AUCTION.

Roxby Garage, Pickering Road, Thornton Le-Dale, Pickering, North Yorks YO18 7LH. Mathewsons, tel: 01751 474455.

10 CAMBRIDGE MACHINERY SALE.

Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

15 COLLECTIVE SALE OF IMPLEMENTS, PLANT, MACHINERY ETC.

Humberston, Bailechaal Road, Dingwell, Ross-shire IV15 9TP. Dingwall & Highland Marts Ltd, tel: 01349 865062.

15 AUCTION OF TRACTORS, 4X4S, COMMERCIAL VEHICLES, FARM IMPLEMENTS, BUILDERS & PLANT EQUIPMENT, HAND TOOLS.

Caithness Livestock Centre, Quoybae, Watten KW1 5UN. Aberdeen & Northern Marts, tel: 01467 623700.

15 SALE OF VINTAGE TRACTORS & COLLECTABLE ITEMS.

Brecon Livestock Market, Warren Road, Brecon LD3 8EX. McCartneys, tel: 01874 622386.

15 COLLECTIVE SALE OF FARM IMPLEMENTS & SUNDRIES.

Chevin Lodge, Leeds Road, Otley LS21 3BD. Wharfedale Farmers, tel: 01943 462172.

17 AUCTION.

The Stondon Hall Auction Centre, Stondon Hall Farm, Church Chase, Stondon Massey, Chipping Ongar, Essex CM15 0LD. Tel: 07850 205830.

20 SALE OF TRACTORS, FARM IMPLEMENTS & MACHINERY.

Lanark Agricultural Centre, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.

20 COLLECTIVE MACHINERY SALE.

Sedgemoor Auction Centre, North Petherton, Brigwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

21&22 AUCTION OF INDUSTRIAL PLANT, CONSTRUCTION, & AGRICULTURAL EQUIPMENT.

72-74 Omagh Road, Dromore, Omagh BT78 3AJ. Euro Auctions, tel: 07388948915.

22 IN CONJUNCTION WITH TRACTOR & MACHINERY MAGAZINE TRACTOR WORLD SALE OF VINTAGE TRACTORS, ENGINES, MACHINERY, MODELS, SEATS, OTHER COLLECTABLES & LITERATURE.

Three Counties Showground, Malvern Worcestershire. H J Pugh & Co, tel: 01531 631122.

26 MACHINERY SALE.

York Auction Centre, Murton, York YO19 5GF. Tel: 01904 489731.

27 AUCTION OF TRACTORS, MACHINERY, PLANT & SMALL TOOLS.

Borderway Mart, Rosehill, Carlisle CA1 2RS. Harrison & Hetherington, tel: 01228 406200.

27 AGRICULTURAL AUCTION.

Primrose Hill, Bilsthorpe, Newark, Notts NG22 8TD. Perkins George Mawer & Co, tel: 01673 843011.

28 WESSEX MACHINERY SALE.

Salisbury Auction Centre, Netherhampton, Salisbury, Wiltshire SP2 8RH. Southern Counties Auctioneers, tel: 07971 571612.

29 PLANT, MACHINERY & SMALL TOOLS SALE.

Clitheroe Auction Mart, Ribblesdale Centre, Lincoln Way, Clitheroe, Lancashire BB7 1QD. Clitheroe Auction Mart, tel: 01200 423325.

29 FARM DISPERSAL AUCTION.

Nr Stratford-upon-Avon, Warwickshire. Howkins & Harrison, tel: 01788 564680.

29 FARM MACHINERY AUCTION.

Spalding, Lincs area. Longstaff, tel: 01775 766766.

MARCH

6 FARM VEHICLE & MACHINERY SALE.

Newtown, St Boswells, Melrose TD6 0PP. Harrison & Hetherington, tel: 01835 822214.

7 SPRING COLLECTIVE SALE.

Chepstow Racecourse Car Park, Chepstow NP16 6BE. Gwilym Richards, tel: 01600 860300.

7 MONTHLY MACHINERY, PIG & POULTRY SALE.

Holsworthy Livestock Market, The Holsworthy Agricultural Centre, New Market Road, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.

7 ANNUAL COLLECTIVE MACHINERY AUCTION.

Spalding Auction, Enterprise Way, Pinchbeck. Longstaff, tel: 01775 766766.

9 CAMBRIDGE MACHINERY SALE.

Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

11 ANNUAL READING AUCTION OF GROUNDS MAINTENANCE EQUIPMENT.

31 Great Knolls Street, Reading RG1 7HU. Thimbleby & Shorland, tel: 01189 508611.

12 SALE OF IMPLEMENTS, FARM, IMPLEMENTS & MACHINERY.

Lanark Agricultural Market, Muirglen, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.

13&14 AUCTION OF LEWIS GARRISON COLLECTION.

6920 Greensburg Road, Greensburg, KY, USA. Aumann Auctions, aumannvintagepower.com

14 COLLECTIVE SALE OF PLANT, MACHINERY & EQUIPMENT.

Thainstone Centre, Inverurie, Aberdeenshire AB51 5XZ. Aberdeen & Northern Marts, tel: 01467 623700.

14 COLLECTIVE SALE OF TRACTORS, VEHICLES, FARM MACHINERY, AGRICULTURAL, HORTICULTURAL & GENERAL EQUIPMENT.

The West Country Sales Centre, Five Bridges, Willand, Cullompton, Devon EX15 1QP. Stags, tel: 01769 572042.

14 AUCTION SALE OF VEHICLES, FARM & GARDEN EQUIPMENT & MACHINERY, NEW TIMBER, NEW TOOLS, SHRUBS & TREES.

The Saleyard, Winstead, Hull HU12 0NH. Frank Hill & Son, tel: 01964 630531.

14 COLLECTIVE SALE OF FARM IMPLEMENTS & SUNDRIES (INCLUDING VINTAGE SECTION).

Chevin Lodge, Leeds Road, Otley LS21 3BD. Wharfedale Farmers, tel: 01943 462172.



It was great to see two ex-council industrial 7610s here, with heavy duty winches and more on the back, go on to sell for £6,000 + VAT each!

FEBRUARY

- 1 RUFFORTH AUTOJUMBLE.**
Rufforth Park, Wetherby Road,
Rufforth, York Tel: 07713 164848.
- 3 CHESTERFIELD AUTOJUMBLE.** New Square,
Chesterfield, Derbyshire S40
1AH. Tel: 07493 687099.
- 9 MODEL TRACTOR, PLANT & CONSTRUCTION SHOW.**
Warwickshire Event Centre, Nr
Leamington Spa, Warwickshire.
Tel: 01926 614101.
- 9 MERE BROW AUTOJUMBLE.**
The Gravel, Mere Brow,
Tarleton, nr Preston PR4
6JX. Tel: 07594 200017.
- 15 SCORTON AUTOJUMBLE.**
North Yorkshire Events
Centre, Catterick DL10
6EJ. Tel: 07909 904705.
- 16 SHVR ANNUAL AUTOJUMBLE.**
Swansea Bus Museum &
Transport Heritage Centre.
Winch Wen Industrial
Estate, Swansea SA1 7DA.
Tel: 01792 363830.
- 23 ARDINGLY AUTOJUMBLE.**
South of England Showground,
Ardingly, Nr Haywards
Heath, West Sussex RH17
6TL. Tel: 07711177229.
- 23 LINCOLN AUTOJUMBLE.**
Former RAF base,
Hemswell DN21 5TJ.
Tel: 07816 291544.

MARCH

- 1 NORMOUS NEWARK AUTOJUMBLE.** Newark &
Notts Showground, Lincoln
Road, Newark, Notts NG24 2NY.
www.newarkautojumble.co.uk
- 7 RUFFORTH AUTOJUMBLE.**
Rufforth Park, Wetherby Road,
Rufforth, York Tel: 07713 164848.
- 8 MERE BROW AUTOJUMBLE.**
The Gravel, Mere Brow,
Tarleton, nr Preston PR4
6JX. Tel: 07594 200017.
- 8 SKIPTON AUTOJUMBLE.**
Skipton Auction Mart, Margrave
Road, Skipton BD23 1UD.
Tel: 07836 331324 (Day) 01772
323654 (6pm to 8pm).
- 8 KENLEY AUTOJUMBLE.**
The Portcullis Club, Kenley
Airfield, Victor Beamish Ave,
Caterham, Surrey CR3 5LT.
Tel: 07772 169524 or
07971 823314.
- 15 HUDDERSFIELD AUTO/RETRO JUMBLE.** Old
Market Building, Brook Street,
Huddersfield HD1 1RG. Tel:
01773 819154 or 07795 505388.
- 21 SCORTON AUTOJUMBLE.**
North Yorkshire Events
Centre, Catterick DL10
6EJ. Tel: 07909 904705.
- 28 LINCOLN AUTOJUMBLE.**
Former RAF base, Hemswell
DN21 5TJ. Tel: 07816 291544.

- 29 PENRITH CAR & BIKE AUTOJUMBLE.** Penrith Auction
Market, Skirsgill, Cumbria CA11
ODN. Tel: 07836 331324 (Day)
01772 323654 (6pm to 8pm).
- 29 STICKNEY AUTOJUMBLE.**
Stickney, Boston, Lincs PE22
8AG. Tel: 01205 480274.

APRIL

- 4 PATRICK EDWARDS TRACTOR & SPARES DAY.**
Langley Farm, Clanfield,
Oxford OX18 2RZ.
- 4 RUFFORTH AUTOJUMBLE.**
Rufforth Park, Wetherby Road,
Rufforth, York Tel: 07713 164848.
- 5 NORMOUS NEWARK AUTOJUMBLE.** Newark &
Notts Showground, Lincoln
Road, Newark, Notts NG24 2NY.
www.newarkautojumble.co.uk
- 5 NEWBURY 4X4 & VINTAGE SPARES DAY.**
Newbury Showground,
Berkshire RG18 9QZ.
Tel: 016974 51882.
- 11 MAIDSTONE VINTAGE TOY FAIR.** Lockmeadow Market
Hall & Leisure Complex, Barker
Road, Maidstone, Kent ME16
8LW. Tel: 01732 840787.
- 11 SOUTH MIDLANDS AUTOJUMBLE.** Ross-
On-Wye Livestock Centre,
Oveross, Ross-On-Wye, HR9
7QQ. Tel: 01989 750731.
- 12 MERE BROW AUTOJUMBLE.**
The Gravel, Mere Brow,
Tarleton, nr Preston PR4
6JX. Tel: 07594 200017.
- 18 SCORTON AUTOJUMBLE.**
North Yorkshire Events
Centre, Catterick DL10
6EJ. Tel: 07909 904705.
- 19 STICKNEY AUTOJUMBLE.**
Stickney, Boston, Lincs PE22
8AG. Tel: 01205 480274.
- 19 KENLEY AUTOJUMBLE.** The
Portcullis Club, Kenley Airfield,
Victor Beamish Ave, Caterham,
Surrey CR3 5LT. Tel: 07772
169524 or 07971 823314.
- 19 EARLS BARTON VINTAGE MACHINERY JUMBLE.**
White's Farm, Earls Barton,
Northampton NN6 0EU.
Tel: 07960 082975 or
01604 891686.
- 19 HUDDERSFIELD AUTO/RETRO JUMBLE.** Old
Market Building, Brook Street,
Huddersfield HD1 1BG.
Tel: 01773 819154 or
07795 505388.
- 25 LINCOLN AUTOJUMBLE.**
Former RAF base, Hemswell
DN21 5TJ. Tel: 07816 291544.
- 26 SCOTTISH AUTOJUMBLERS AUTOJUMBLE & SPARES AUCTION.** The Institute, Station
Road, Bridge of Earn, Perthshire
PH2 9EA. Tel: 01383 730234.

- 19 SALE OF TRACTORS, FARM IMPLEMENTS & MACHINERY.**
Lanark Agricultural Centre,
Hyndford Road, Lanark ML11
9AX. Lawrie & Symington,
tel: 01555 662281.

- 19 TO 29 ONLINE TIMED COLLECTIVE AUCTION.** South
West Collective Sale of Tractors,
Vehicles, Agricultural, Horticultural
& Building Related Machinery,
Implements & Equipment. www.stags.co.uk/pages/online-auctions

- 21 VEHICLE AUCTION.** Roxby
Garage, Pickering Road,
Thornton Le-Dale, Pickering,
North Yorks YO18 7LH.
Mathewsons, tel: 01751 474455.

- 21 MACHINERY SALE.** Adjacent
to the A17/A52 Bicker Bar,
Boston PE20 3AL. Pygott &
Crone, tel: 01529 414555.

- 21 COLLECTIVE & FARMSTOCK SALE.** Tyne Green, Hexham,
Northumberland NE46
3SG. Hexham & Northern
Marts, tel: 01434 605444.

- 21 H J PUGH SALE AT EASTERN COUNTIES VINTAGE SHOW.** Royal Norfolk
Showground, Norwich NR5
OTF. Tel: 01531 631122.

- 25 TO 28 GONE FARMIN' SPRING CLASSIC.** Mississippi
Valley Fair Center, Davenport,
Iowa, USA. Mecum Auctions
001 262 275 5050.

- 25 ONLINE SALE OF FARM MACHINERY, CONTRACTOR'S PLANT, VINTAGE MACHINERY & EQUIPMENT.** www.durrantsauctions.com

- 26 COLLECTIVE SALE.**
Woodacre Lodge Farm,
Preston, Lancashire PR3 1BN.
Cheffins, tel: 01353 777767.

- 26 AUCTION OF TRACTORS, MACHINERY, PLANT & SMALL TOOLS.** Borderway
Mart, Rosehill, Carlisle CA1
2RS. Harrison & Hetherington,
tel: 01228 406200.

CAFE OF THE YEAR!



It was a great pleasure to bump into Jeremy Wright and his Charollais Catering Company at H J Pugh's Saturday 7 December Sale, at Howard's spectacular and warm Ledbury auction centre. Jeremy has given excellent quality food at many rallies and sales over the West Midlands area for many years now and at reasonable prices. It was

that way again, when we were able to test a bacon roll (three rashers) and a good cup of tea for less than a £5. His cakes are also very special as are his famous sausage and egg rolls. If you would like to book him for any occasion then do get in touch, tel: 07712 230417. Our judging team has decided he has to be our 2019 Cafe of the Year winner! ■

TRACTOR MART

FREE ADS & PHOTOS FOR PRIVATE ADVERTISERS!

EMAIL: tractors@kelseyclassifieds.co.uk ■ TRADERS - Call: 01732 445325 ■ Email: russell@talkmediasales.co.uk

HOWEVER YOU SUBMIT YOUR ADVERTISEMENT, PLEASE PROVIDE ALL OF THE INFORMATION REQUESTED BELOW.

BY POST: Kelsey Publishing Ltd, The Granary, Downs Court, Yalding, Yalding Hill, Kent, ME18 6AL

Advertisements can be accepted via email providing all of the information requested in the form is given.

BY PHONE: 0906 802 0279 (10am-4pm)

Calls cost 65p per minute, plus your telephone companies access charge.

BY FAX: 01959 541400

BY E-MAIL: tractors@kelseyclassifieds.co.uk

FOR QUERIES RELATING TO ADVERTISEMENTS THAT HAVE BEEN PLACED, CALL 0906 802 0279

For free advert enquiries telephone 0906 802 0279. Post coupons to **Tractor Mart** Kelsey Publishing Ltd, The Granary, Downs Court, Yalding, Yalding Hill, Kent, ME18 6AL

1. ADVERTISER DETAILS

Name: _____ Email: _____

Address: _____

Post code: _____ Telephone: _____

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. As a free service, Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call: 01732 445325
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge.

This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.

- All adverts and images will be kept on file for a maximum of six months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.

- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.

2. ADVERT DETAILS

 FILL IN EACH BOX AS INSTRUCTED (IN THE GREY TYPE), ONE WORD PER DESCRIPTION BOX.

Manufacturer	Model/Item	Year	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Price
Telephone	Mobile	Email	County

3. PAYMENT INFORMATION

I enclose my cheque of £: _____ (cheques are to be made payable to Kelsey Media)

(or) I wish to pay by credit card (please tick): ☐ Mastercard ☐ Visa ☐ American ☐ Express ☐ Maestro ☐ Switch ☐ Delta

Card number: _____ Expiry date: _____ Valid from date: _____

Security 3-digit code: _____ Maestro/Switch issue number: _____ Signed: _____

SPOTLIGHT TRACTORS

Guarantee a place in our Spotlight section which will run for a minimum of two consecutive issues! Please check box below and fill in payment info:

☐ **£30:** 2 x photos + 65 words

FORDSON F (Cork built) Industrial



1919, £1,350 ono

CLM 2-stroke 2-cylinder diesel 24hp, 3 forward gears, 1 reverse

01460 53303
Somerset



**£30:
2 x photos
+
65
words**

4. CATEGORY

Please place my advertisement under the following section:

☐ PRIVATE or ☐ TRADE

☐ WANTED or ☐ FOR SALE

Tick one box for your heading:

☐ Tractors

☐ Tractors for breaking

☐ Cabs, panels and roll bars

☐ Electrical parts

☐ Engine parts

☐ Other tractor parts

☐ Tyres, wheels, etc

☐ Agricultural equipment

☐ Horticultural tractors and equipment

☐ Plant and construction equipment

☐ Trucks and 4x4s

☐ Trailers and caravans

☐ Stationary engines

☐ Harvesting equipment

☐ Horse-drawn equipment

☐ Implements

☐ Lawnmowers

☐ Ploughs

☐ Steam

☐ Tools and machinery

☐ Winches

☐ Woodworking

☐ Crafts and models

☐ Literature and info

☐ Memorabilia

☐ Products and services

TRADE ADVERTISERS: Please telephone 01732 445325 ■ Email: russell@talkmediasales.co.uk

ALLIS-CHALMERS

B



1948, £2,100 ONO. Great condition and very good tyres. Must be seen. Please call 07704 993852, Norfolk.

D272

1950, £2,000. Please call 01775 710418, Lincs.

WC



£1,950. Nice project, starts and runs well. New magneto and plugs. Fuel tank sealed. Brakes require attention. Please call 07966 881985. Please call 07966 881985.

BIG BULL

BIG BULL



1912, POA. Fully operational and original. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

CASE

785XL 4WD



1989, £8,995. 4WD tractor manual gearbox and 3340 hours year built Please call 01249 740377 (T).

D



1939, POA. Fully restored new tyres etc. Please call 017478 28272 (T).

DEX



£3,750. A lovely older restoration, starts and runs nicely. Early model, good tinwork, buff logbook. Please call 07966 881985.

LA



1942, £3,350. Original condition, Electric Start, Starts, Runs and Drives Well. Please call 07966 881985.

1394 HYDROSHIFT



POA. 1394 Hydroshift 4x4 in very good mechanical condition cab needs a tidy up i have this tractor with a few months bought it to restore it but i have two many project's on my hands previous owner owned it for 22 years 6537 genuine horse. Please call 0035389 4402237, Co Kerry, Ireland.

COCKSHUTT

30



£1,000. Petrol 4 cylinder tractor for restoration. Please call 01327 350477, Northants.

COUNTY

754 HIGHLAND BEAR



1974, POA. Highland bear. On the same estate for 16 years and ready for work play or restoration. Please call 07834 607049.

1164



£POA. Low hours and extra new spare parts. Please call 32 56 61 62 60 or email info@pietverschelde.com. (T)

1164



£7,850 ONO. Forestry tractor with James Jones Highland Bear timber crane. 1975. Original working order. Please call 07582 596030, West Somerset.

DAVID BROWN

990



POA. Please call +32 56 61 62 60, Belgium (T).

1200



POA. With David Bown axle. Please call +32 56 61 62 60, Belgium (T).

900



£3,500. Starts and runs well. Tyres very good. Sound tin work. This model only made for 2 years. Please call 07710 430431.

995



£2,600. With power loaders and starts and goes well. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

CROP MASTER

£3,000 ONO. Brand New Double Seat Two new rear tyres. Cracked block but no leaks **spare block included.** Full re spray-Also comes with a V5C Log Book. Please call 01472 859484, Lincs.

FARMALL

105C



2015, £28,995. 2,199 hours from new, 105 HP, shuttle box, 40K air con and very tidy. Please call 01249 740377, Wiltshire (T).

SALES HIGHLIGHT TRACTORS FOR SALE



Make: County Ploughman P50/55
Made: Early 1960s
Engine: Ford Six-cylinder 590E 86bhp
Transmission: 6F 2R
Weight: 2,994Kilos
Price: On Application
Contact: abartlett@brooklands-farm.demon.co.uk

Over the years many people have placed the Ford 590E six-cylinder engine in the E1A four-cylinder County crawler frame, whether it be a Z, II, II, IV, P50 and P55 model, to gain more power without winding the tractor up and breaking things. However when Ford's 590E engine came along in 1959 John Foxwell and his team tested the 86bhp engine out and it was a winner from the off, but Ford's didn't want it to be fitted as standard product at the time.

But, Ford agent Cooper of Newport Pagnell converted a couple of batches at one time in the 1960s to six-cylinder power and both these look to be from the distinguished converter. The County's have recently been started up by leading Caterpillar and engine 'guru'

Dickie Leathers who reports that, although they have been in a dry barn for 12 years, they are in excellent condition. They go into gear and the full linkage on both tractors is all complete.

The last two of these 6cyl tractors sold very well, the first on Saturday 13 July non-running County P55 no rear linkage at £3,500 + buyers commission. Another better example was sold not long after, privately, in running order and full linkage for £4,500. This will give you an indication of what they are worth. ■



IF YOU HAVE A TRACTOR FOR SALE AND YOU WANT IT FEATURED IN SALES HIGHLIGHTS DO GET IN TOUCH, TEL: 01323 833125

A



£1,250. Tidy for restoration. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

BM



£2,250. British tractor, Petrol Two, Electric Start, Runs and drives well, New Magneto and Plugs fitted. Please call 07966 881985.

H



1943, £3,000. Good original condition, well maintained, excellent tyres, electric start and V5 in place. Please call 07899 822133.

H



£2,650. Older restoration, in good running order, good tin work and new tyres. Please call 07712 011183, Notts.

BN



1946, £3,500. Excellent condition, good runner and genuine reason for sale. Please call 07443 338003, Somerset.

M



1951, £2,850. Starts and goes well. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

MD

£6,500. Petrol/Diesel Engine, Electric Start and Lighting kit fitted, runs and drives very well, come with standard front axle too, Older Restoration. Please call 07966 881985.

SUPER A



1940, £3,000. Immaculate tractor, pre lend lease, V5 in place, restored late eighties to high standard. Please call 07899 822133.

SFCC



POA. In original condition, never painted and petrol. Please call 00353 87679 2207.

FERGUSON

FE-35

1956, £2,500. Grey Gold 4 Cylinder diesel. Runs well, good tyres and tin work. Please call 07850 382892, Oxfordshire.

TE-A 20



1948, £1,200 ONO. Petrol with V5, unfinished project, good tin work, new front tyres, a lot of new parts fitted and engine not run since rebuild. Please call 07810 448305, North Somerset.

TE-D



£1,800. Older restoration lightly used. Very straight reliable tractor. Everything works. New tyres and original suppliers plate. Please call 01509 601037, Leics.

TE-F



1952, £2,000. Running and working order with V5c. Please call 07814 509277, North Devon.

TE-F



1953, £2,500 ONO. Had engine overhaul, good order and good tyres all round. Please call 01953 454385, Norfolk.

TE-F



£2,750. Very original and in good working order. Complete with roll bar. Has the original v5 document. Reluctant sale! Registration: ORM 415. Please call 01363 772965, Devon.

TE-F

£2,750. Very original in good working order. Complete with roll bar. Has original V5 document. Please call 01363 772965, Devon.

TE-F

£600. Diesel, for restoration and has not run for a number of years. Please call 07738 951502, Northants.

TE-F

1953, £2,500. VGC, two new front tyres, rears 60 %, no oil or diesel leaks, good starter, complete with V5C. Selling due to purchase of Massey 35. Please call 0798017 3896, North Lincolnshire.

TE-20 PERKINS P3



£2,500. Conversion and Howard reduction gearbox. Runs well, although a bit smokey, with a few oil and diesel leaks. No frost damage. Good clutch, brakes and hydraulics. Please call 01536 710623, Northants.

TE-D

£800. Please call 01775 710418, Lincs.

FERRARI

F2



POA. Extremely rare and a good runner. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

FIAT

241VR VINEYARD



POA. Rare 4WD version. Has functioning 3 point linkage and PTO. Good tyres and recently serviced here in Italy. Can drive to a local port if needed. Ripe for restoration. Please email paulhooke17@hotmail.com, Italy.

FIELD-MARSHALL

SERIES 1



POA. High geared with light Marshall winch. Please call 017478 28272 (T).

FORD

2N



1944, £3,500. Fully working and ready to Rally or plough. Has V5. Originally from Isle of Man and owned by me for 40 years. Please call 01821 642791, Perthside.

3000



POA. Good original condition, all new tyres, mechanically sound and runs well. Please call 01458 860591 or 07470 308250.

4630



£12,000 Ono. Really good clean little tractor and does all that it should. Higher than normal UK specification. 40km top speed, with dual power, shuttle forward and reverse, and side mounted gears. Dual speed PTO. Twin assist ram. Two spool valves. Front mud guards, and pickup hitch. Recently had a new seat fitted and radio. Just under 4000 hours Also fitted with a Tanco power loader, with joystick control and euro hitch, currently fitted with front bucket. Ideal tractor for small holding or stables. Please call 077153 70967 or 016974 78352.

7610



1984, POA. 4WD 6000 hrs. One owner most of its life. In very good honest order. Please call 07800 791898, Wiltshire.

8200



£9,950 +VAT. Fitted with Schindler Axle, Runs and drives Very, Dual Power, Pick up Hitch, Tidy, A rare tractor. Please call 07966 881985.

8210



£8,850 +VAT. Turbocharged, Runs and drives Well, Good Tyres, Dual Power, Pick up Hitch, Cab clean. Please call 07966 881985.

FORDSON

DEXTA



1960, £3,600 Ono. Wheels tin work back to metal all new BKT tyres new wings dash loom lights front and rear water pump thermostat Temp gauge oil pressure switch fuel primer pump tap heater element switch and cover battery. All receipts V5. Please call 07710 022673, North Yorks.

SALES HIGHLIGHT TRACTORS FOR SALE



Make: Fordson E27N Perkins P6 TA (early example)

Made: 1948

Engine: Perkins P6 4.7 Litre 45hp diesel

Transmission: 3F 1R

Weight: 1,919Kilos

Price: On Application

For enquiries please call: 01379 650504

This is an interesting tractor based in Norfolk as it's an early Perkins P6 TA with the early filtration arrangement and the oil filter in the early position at the back of the engine.

There were just on 23,000 of these Perkins six-cylinder E27Ns officially fitted at the Dagenham factory. As is known, many of the not so suited truck Perkins P6 engine (different pump/governor set-up) were fitted in the E27N mostly second hand at a later date, however these are not the genuine thing. Of course the rear end was beefed up by Ford to take the

extra torque of the magnificent Peterborough built P6 engine. This example is fully restored with perfect tyres and so much more and will make a 'drive away' restored example that will be easy to keep in top work having been gone through before. ■



IF YOU HAVE A TRACTOR FOR SALE AND YOU WANT IT FEATURED IN SALES HIGHLIGHTS DO GET IN TOUCH, TEL: 01323 833125

DIESEL MAJOR



£2,200. Starts and runs well. Nice and original. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

E27N

£1,000. Steel wheels on rear for restoration. Please call 01775 710418, Lincs.

E27N



£4,000. Built on a Westwood mower chassis. Please call 07702 505829, Peterborough.

E27N

1947, £1,750. With log book. Please call 01775 710418, Lincs.

E27N



1946, £2,300. No hydraulics, previously restored, instruction/repair manual, no spark at plugs and genuine reason for sale. Please call 07774 420901, South Lincs.

KFD 52IN MAJOR



£7,900. Good condition and new tyres. Please call 07831357041, Dorset.

N

£1,750. Please call 01775 710418, Lincs.

N



1939, £5,000 ONO. One previous owner, good running, original registration. High geared, handbrake, short steering column, split rims. Please call 07915 661873.

N ROWCROP



POA. Fully restored. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

POWER MAJOR



£2,250. Nice Tidy tractor, runs and drives well, Dead Drive, Hydraulics, pto all good, comes with current V5. Please call 07966 881985.

NEW PERFORMANCE POWER MAJOR



1950, £3,000 Ono. Full engine rebuild this year, full working order and front loader. Please call 07849 096411, Sevenoaks.

SUPER MAJOR



£2,600. Starts and goes well, Somerset tractor with old type log book. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

STANDARD N



£2,850. Original Tin work, Brass tank caps, Pulley, PTO, new modified fuel tap, good drawbar, smiddy made, new rear tyres, good front, good starter, just a good original old tractor, well worth a look. Owner retiring. Please call 07889 732081, Scotland.

STANDARD N



1939, £580 ONO. The tractor is complete the engine is free and the block is not cracked it's being sold as either a good project or for spares. Please call 07967 548876.

GUALDI

30



POA. The Italian Field Marshall. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

INTERNATIONAL

275

£1,000. Please call 01775 710418, Lincs.

276



POA. Early restoration and a good working tractor. Please call 017478 28272 (T).

434

£1,000. Please call 01775 710418, Lincs.

434



£2,500. Starts well, tidy and E reg. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

444



£1,850. Starts and goes well, Somerset reg and with old type log book. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

475



£2,750. Starts and goes well, Perkins engine and P reg with V5. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

SALES HIGHLIGHT TRACTORS FOR SALE



Make: International 434

Made: 1968

Engine: BD154 2.5 litre 43hp

Weight: 2,100kgs

Lot includes: Roll bar/transport box/tow bar & hitch

Price: On Application

Contact: 07831 654898

Classed as a **stop gap tractor**, the **British International 434** was a **great success in its way**, and a **follow on from the 414 model of course**. It kept with the **tradition of Bradford Internationals one could say**, but with **new tin work known as a very reliable type of tractor**, which went about its work as the **unsung hero it really was**.

This example is in good farm condition and has never been kept outside in its life, it has full documentation with a current V5c. It was used in the West Midland area on light duties for grass rolling in the spring and later on in the season for hay turning for

most of its working life on a small sheep farm. It comes complete with new battery, original roll bar, towing and rear coupling hitch and transport box. All in all a jolly good tractor for road runs and will make an ideal classic ploughing tractor. It's ready to go straight to work and comes recommended by the editor. ■



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885XL



£4,600. With power loader and goes well. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

955XL



£5,500. Runs and goes well, good back tyres and X reg. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

B275



£3,900. Excellent restoration to a high standard. Tractor starts and runs very well. De-luxe seat available. Brand new tyres all round. Phone for more photos. Please call 01485 512521, Norfolk.

JOHN DEERE

730



POA. Diesel hicrop. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

3130



1977, £6,500. 91hp. Power Steering. Hi-Lo gears. Unusual LS model. Air intake stack and pre-cleaner, through the bonnet. No cab with correct wings. Beautiful machine to look at and drive. Ready for work, show, or road runs. Repainted and rallied in 2019. Please call 07778 048770, Boston, Lincolnshire.

D



1948, £4,950. Older restoration, fitted with electric start and runs really well, 4 new tyres. Please call 07966 881985.

D



POA. Top restoration. Please call +32 56 61 62 60, Belgium (T).

KUBOTA

B2110 HST



2006, £4,995. 4WD, 1188 hours, AGG tyres, 21 HP runs well and no drive. Please call 01249 740377, Wiltshire (T).

B2650



£10,995. 324 hours manual gear box with roll bar 26 hp. Please call 01249 740377, Wiltshire (T).

B3130



£16,999. 49 hours hydrostatic, 31 HP road legal, front weights, grass tyres and warranty left on the 27/07/18. Please call 01249 740377, Wiltshire (T).

KUBOTA

£500. 4 x 4 needs work and some new parts on for spares. Please call 07718 247454.

LAMBORGHINI

2R



1958, POA. 3 cylinder, air cooled and a good runner. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

LANZ

2416



POA. Completely restored. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

HELA



1960, £6,500. Air cooled diesel mower, new tyres and nice condition. Please call 01442 873494, Bucks.

LEYLAND

154



POA. Straight petrol very little use very rare. Please call 01747 828272 (T).

245



£3,000. 45 hp. Fitted with cab, 10 speed gearbox, and Live PTO. Perkins 3 cylinder engine- same as MF135. 6300 hours. One previous fenland owner from new. Superb original condition and in good running order. Please call 07778 048770, Lincolnshire.

262

1981, POA. Two owners totally original 4015 hours stored indoors by both owners. Please call 07860 608050, Hants.

270



POA. Good tyres plus loader. Please call 07774 958237, Monmouth.

272



£3,495. Synchro 2WD pick up hitch power steering 51 HP runs well. Please call 01249 740377 (T).

285



£5,750. Rear tyres, cab frame and glass included with tractor lots of new parts and no rot with a nice six cylinder engine. Pulls and starts well. Please call 07397 957201, Powys.

384



£1,600. Starts and goes well with H reg. Please call 07831 347400, Somerset (T).

802 TURBO

£8,000. Low hours harvest gold and ready to show. Please call 01749 677046, Somerset.

MACDONALD

MACDONALD



POA. Completely restored. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

MARSHALL



POA. Very original. Please call +32 56 61 62 60, Belgium (T).

MASSEY-FERGUSON

35



1960, £3,250. In original condition with loader arms, recently serviced and always dry stored with V5. Please call 07342 953258.

35



£3,850. A 07966 881985 tractor with old buff log book and new V5, Sirocco Cab, Loader with Fork and Bucket, Runs and Drives Very Well. Please call 07966 881985.

MKII 65



1963, £2,750. Runs well and starts easily. Complete with linkage and drawbar. Been in frequent use until recently. Please call 07854 706560, Devon.

MKII 65



1963, £3,750. Model year, complete with loader, two diggers, linkage and drawbar and used regularly until recently. Please call 07854 706560, Devon.

130



£2,500. With transport box. Please call 07732 878991, Lancashire.

SALES HIGHLIGHT TRACTORS FOR SALE



Model: Massey Ferguson

Year: 1965

Engine: Perkins AD3.152 2.5 litre 45hp

Transmission: 6F-2R

Weight: 1458Kg

Price: On application

Tel: 07770 994896

Now is the time to pick-up an original style Massey Ferguson 135 that you can use for road runs, ploughing matches, and no fear of scratching the paint work either!

The key thing with this tractor is that it's a very early example (1 October 1965) and was supplied by Pevensy Agricultural Engineers Ltd and their plate is still on the tractor as well, in East Sussex.

Although not fitted, Russell has the original front wheels that go with this tractor and keeps it more original than ever before. It has all the original features and is an utter gem. Prices on these 135 tractors are still going up every month, so it's worth buying now before they get totally out of hand. This tractor comes recommended and will clean up more with a little effort and comes with a V5c. ■



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SALES HIGHLIGHT TRACTORS FOR SALE



MASSEY FERGUSON 565 MULTI-POWER

MAKE: Massey Ferguson 565 Multi-Power

YEAR: 1981

ENGINE: A.4236 61hp

TRANSMISSION: F12 - 4R with MP

WEIGHT: 28741kg

PRICE: Offers over £5,000

TEL: 01263740960 or 07979756106

Purchased for a mowing contract which didn't happen, this Massey Ferguson 565 with Multi-Power needed to be flagged up as it's so good. It's very clean inside and out and has been gone through at one time.

The Multi-Power works well and the tractor has full documentation, including current V5c with owners listed. The tractor features a brand new battery, front tyres, track rod ends and more! A new tachometer head has also been fitted. This again looks a great machine to have in your collection. ■



IF YOU HAVE A TRACTOR FOR SALE AND YOU WANT IT FEATURED IN SALES HIGHLIGHTS DO GET IN TOUCH, TEL: 01323 833125

130



1966, £1,600. Road registered and low hours. Please call 07789 770956, Hampshire.

135



2016, £14,000. Fully resprayed 2 pack, very rare and a reluctant sale due to ill health. Please call 01757 638675, East Yorkshire.

135



£3,995. Long PTO DL engine runs well. Please call 01249 740377 (T).

135



£3,995. Multi-Power long PTO runs well ROS legal. Please call 01249 740377 (T).

135



2016, £14,000. Fully resprayed 2 pack, very rare and a reluctant sale due to ill health. Please call 01757 638675, East Yorkshire.

135 DL



£3,995. Multi-Power long PTO runs well ROS legal. Please call 01249 740377 (T).

165



1968, £6,999. Road legal restored 6300 hours Perkins engine pick up hitch 60 hp. Please call 01249 740377 (T).

265 2WD



£8,995. One owner from new 3750 hours, power steering, pick up hitch and Perkins engine and very tidy. Please call 01249 740377 (T).

6260



£12,999. Power Command gearbox, 4WD tractor year 2001 6 cylinder 110 HP and 8500 hours front linkage air con. Please call 01249 740377 (T).

MASSEY-HARRIS

22



£2,650. A beautiful little tractor, recently brought into stock which has been recently restored to a high standard. It runs beautifully and offers a really nice drive. It is electric start with a full lighting kit. Please call 07966 881985, Devon (T).

25



1930, £5,800. Older restoration genuine one working owner with old log book V5 reg number. Please call 01968 661198, Border Region-Scotland.

44K



1948, £4,950. Rare find in the UK. Petrol/ TVO. New spark plugs, battery and tyres. Electric Start, Original logbook, manual. Please call 07966 881985.

MCCORMICK-DEERING

W30



£2,500. Tidy and original for restoration. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

W30



1937, £3,000 Ono. Has been seen at lots of shows in running order not been repainted. New radiator core new carb floats and service kit. Mag serviced. On steels with road bands. Please call 077648 38908, South Lincs.

MINNEAPOLIS MOLINE

UTS



£3,500. A lovely old tractor, starts and runs well, needs some minor restoration, Drives fine, comes with a set of steel wheels too. Please call 07966 881985.

NEW HOLLAND

T5 120 LOADER



2017, £39,995. One owner 40K and air con done. 1688 hours and in good order. Please call 01249 740377 (T).

TN55D 4WD LOADER



£9,950. Done 3455 hours manual shuttle ex council 55hp. Please call 01249 740377 (T).

TN75S



£12,995. 2978 hours super steer front axle diesel narrow road legal. Please call 01249 740377 (T).

NUFFIELD

10/42



1967, £2,750 ONO. In good running order. Please call 01427 838739, Lincolnshire.

460



£3,000. Original condition and good tyres. Please call 07774 958237, Monmouth.

UNIVERSAL

£800. With Perkins L4 diesel engine complete for restoration and not run for a long time. Please call 07738 951502, Northamptonshire.

ORSI

ASTORE



POA. Original condition, 6 speed and extremely rare. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

OTA

OTA



1950, £1,200 ONO. Engine reconditioned stater and new battery has V5. Please call 01875 853257, East Lothian.

OTO

SINGLE CYLINDER



POA. Good runner. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietverschelde.com (T).

PORSCHE

217



£4,750. Good condition, starts and drives fine. Please call 01326 221730, Cornwall.

ROADLESS

ROWCROP 3 WHEELER



£8,200. Diesel major, raised PTO, excellent tin wok and twin spool. Please call 07831 357041, Dorset.

SAME

DA55 4WD



POA. Good Runner. Please call 0032 475 967380 or info@pietvershelde.com (T)

EXPLORER 3 100



£24,000. 07 reg, power shuttle, HiLo power shift 40K gearbox, front weights, excellent condition and one owner tractor. Please call 015396 20636, Cumbria (T).

SILVER 100.6

£12,800. P reg, Same silver 100.6, 6 cyl air cooled and 3 speed power shift 40k gear box. Please call 015396 20636, Cumbria (T).

SILVER 105

£18,700. 04 reg, 3 speed power shift std shuttle 40k, in good condition but down on tyres and a well metained tractor. Please call 015396 20636, Cumbria (T).

SFV

201 VINEYARD



POA. Good runner. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

SIFT

TD4



POA. Good runner and fully restored. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

TRUSTY

4 WHEELED



£750. Rare for restoration and Norton engine. Please call Mark 07831 347400 or Dan 07866 232723, Somerset (T).

VOLVO

BM 650



£POA. With winch and 900 original hours. Please call 32 56 61 62 60 or email info@pietvershelde.com (T)

TRACTORS WANTED

MASSEY-FERGUSON 35, 35X OR 135

Wanted. No yard scrapers. Please call 01902 850861, Staffordshire/Shropshire.

TRUCKS AND 4X4S

DAF LF 45



£3,000. 7 1/2 ton gross 22ft body double sleeper cab. MoT June 2020. Private HGV taxation class with winch and ramp reluctant. Sale due to ill health. Please call 01757 638675, East Yorkshire.

SCAMMELL



15,000 miles, POA. Heavy duty winch, Leyland 680 engine and ready to rally. Please call 07860 657854, West Sussex.

SCAMMELL HIGHWAYMAN

1961, £18,000. Good lorry all round just needs finishing off. Sound strong cab, Gardner 6LW, new showman's style body made by Frank Edwards. Comes with lots of spares. Please call 07581 048460, Pontyclun.

LATIL TL73



POA. FWD and FW steer, power steering, diff locks, PTO, disc brakes, 6 cyl diesel on the button. Please call 01884 277468, Devon.

VOLVO FM12



1999, £8,500 Ono. Very reliable lorry, used for tractor show transportation, sleeper cab, hydraulic ramps, winch, lift axle, air suspension, washing off water tank and 12 months MoT. Please call 01477 532702 or 07908 213202.

WILLY'S OR HOTCHKISS

£12,000. Willys or Hotchkiss jeep wanted. Any conditions considered, good price paid, swift service and payment before removal, I am easy going non pressurizing and no obligation. Please call 01548 521278, Devon.

TRUCKS AND 4X4S WANTED

TOYOTA HILUX

Wanted. Any condition Damaged, Rusty, non runner, good price paid. Please call 07775 998628.

TOYOTA HILUX



Wanted. Pick up any year clean or rusty. Please call 07470 227144.

TOYOTA HILUX

Wanted. Pick up or Toyota Land cruiser. Any year or condition. Please call 07760 973452, Essex.

ELECTRICAL PARTS

3 AMMETERS 1 VOLTMETER

£40. Large meters. Not tested and sold as is. Please call 07884 064085, Wakefield.

CAT D2/D4 MAGNETOS

£100. Recoiled with spare coil. Various mags: Lucas, RF4, SR4, wico and others. Merry tiller, good condition. Please call 01386 700481, Glos.

COLLECTION OF STARTERS/ DYNAMOS



£40. Some wok others for spares or repairs etc. Please call 07769 867920, Devon.

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

DYNAMO MOUNTING KIT



£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

FORDSON E27N-P6 BATTERY BOXES



POA. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

PLOUGHING LIGHTS



£45. Wesem 12 volt new unused with handles and swivel mounting brackets. Please call 07775 713002, Derbyshire.

REGULATOR COVER



£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

SELECTION OF MF



£30 each. Head lights, plough, rear lamps and original 60's S type. Please call 07970 058560, Warwickshire.

TWO UNUSED SHEETS

£30. 21" x 21" x 25". Black electrical insulation material, ideal for making generator control panel. Please call 01723 362537 or g4egb@yahoo.com, North Yorkshire.

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

ENGINES PARTS

CRANKSHAFT FOR IHB250 HARVESTER

£POA. Std, ropesale. Please call 01608 602267, Oxon.

DAVID BROWN 50D INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

DAVID BROWN 990 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 300 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 5000 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD SUPER MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON DEXTA INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

GEARBOXES, POWER JACK AND DUFF NORTON



£POA. one unused and others low usage, all operating freely. Models SK 2658-M and SK 1658-M. Base plates ref SK-1232-8, (7.25" x 9.75"). Can sell separately. Please call 07775 713002, Derbyshire.

INTERNATIONAL B250 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

INTERNATIONAL B275 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

INTERNATIONAL INJECTORS



£POA fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

LAND ROVER INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

LEYLAND 4.98 FUEL PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY 4255 3075 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

PERKINS P3 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

TE-F 20 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

TE-F 20 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

USED FORD 6610 EXHAUST



£40. Suit unrestored tractor. Some slight dents. Please call 01889 500303 or 07850 525693, Staffs (T).

ENGINES, COMPRESSORS, GENERATORS AND WELDERS

DAVID BROWN ENGINE

£POA. Please call 07779 921934, Pembrokeshire.

DIESEL ENGINE



£400. Mercedes diesel engine - complete and rotates freely. Eng # 7520818. Please call 01458 250455.

LAWRENCE EDWARDS COMPRESSOR



£35. Lawrence Edwards tractor PTO driven compressor serial number 8624. Hose partly perished but works. Please call 01473 658804, Suffolk.

MUREX TRADESMIG 191

£595. Single phase, 240 V, 16 amp plug and very little use. Please call 07968 968869, Somerset.

PAXMAN TYPE 4 RPHX

£1,600. Diesel MX 5 engine 22HP @ 1,500 RPM. Engine No.620014/28. Please call 08729 80210, Ireland.

ENGINES, COMPRESSORS, GENERATORS AND WELDERS WANTED

BELT DRIVEN GENERATOR

1920-40, Wanted. AC Single or three phase, with or without separate exitter and 15-25 KW/KVA. Please call 01803 866763.

CABS, PANELS AND ROLLBARS

CAB GLASS DOOR

£65. Cab glass for door or an International 674 tractor, £65. Will fit others in the 74 series. Also front screens and back window, glass for 111 tractors. Please call 01502 561657, Suffolk.

DUNCAN DOOR CAB



£150. Top to bottom. Light surface rust only. Please call 01889 500303 or 07850 525693, Staffs (T).

FORD 3000 SAFETY CAB



£800. Complete with wings, all glass, bolts and side mounted heater. Please call 07770 362396, Chester.

FORDSON SUPER MAJOR WINGS



£180. Some restoration required. Edges ok and some lights still attached. Please call 01889 500303 or 07850 525693, Staffs (T).

MF 100 SERIES CAB PARTS

£POA. For Scirocco Flexi-Cab MK2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk. Please call 01460 220731/ 07722 117805 or email axeengatvs@gmail.com, Devon.

PAIR OF USED CAB DOORS



£225. Multi comfort cab doors MF35/65/135/165. Please call 01889 500303 or 07850 525693, Staffs (T).

ROOF FOR MASSEY FERGUSON



£300. Cab 135,165,175 made from fibreglass inside measurement is 45 ins wide x 47 ins long. Please call 07788 81318.

SAFETY CAB WINGS



£30. One wing does have a few holes. Please call 01889 500303 or 07850 525693, Staffs (T).

CABS, PANELS AND ROLLBARS WANTED

MASSEY-FERGUSON 135 DOORS

Wanted. 2 secure Massey Ferguson 135 doors. Please email ceris_thomas@hotmail.co.uk, Carmarthen.

OTHER TRACTOR PARTS

2 X DRAW BARS



POA. Use on MF 35/135. Please call 07972 913704, Shropshire.

B250-434 PULLEY



£60. Complete with twin 'V' pulley and adaptor plate to fit small. M.F tractors and good working order. Please call 07769 867920, Devon.

BELT PULLEY FERGUSON



£85. 1 1/8 6 Spline PTO. Used but slight wear on spline but removed from working tractor. Please call 01889 500303 or 07850 525693, Staffs (T).

DAVID BROWN CROMMASTER PULLEY



£60. Pulley with 2 speed power take off ready to boly on. Please call 07769 867920, Devon.

DEXTA TRACTOR METER



£15. Please call 07836 539138.

DRAWBAR



£80. For John Deere with no cracks or welds. Used. Please call 01889 500303 or 07850 525693, Staffs (T).

EUROPEAN PICK-UP HITCH



£160. To suit Ford 2000, 3000 or 3600. Complete with bolts, etc. Please call 07770 362396, Chester.

FORDSON TRACTOR METER



£15. Please call 07836 539138.

INTERNATIONAL OBSOLETE PARTS

£POA. For Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs, transfers, trackrod boots, trackometers, check chains, levelling boxes, axle pins/bushes. B250, 275/414 handbrake repair kits. Many other mechanical parts. Please call 01524 751220, Lancs.

LINKAGE POINTS



£30. For Ransomes 109 reversible plough. Please call 07961 651509, Suffolk.

LOWER DRAG LINK ARM

POA. Required for MF65/175 fitted with power steering. Shaft diameter 1 15/16" approx. Please call 07772 872345, Cornwall.

MASSEY FERGUSON SEAT COVER KITS



£POA. To fit MF 100 series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Please call 01939 290371.

MF35/135 FLAT BELT PULLEY



£120. Flat Belt Pulley as removed from working tractor. No chips in pulley. All 4 mounting lugs intact. Please call 01889 500303 or 07850 525693, Staffs (T).

SEAT CUSHION AND BACK REST



£15. Plain blue with orange piping. In good condition. Please call 01473 658804, Ipswich.

TRACTOR SEAT CUSHION AND BACK REST

£15 + £6.50 P. Plain blue with orange piping. In good condition. Please call 01473 658804, Suffolk.

OTHER TRACTOR PARTS WANTED

FERGUSON PARTS

Wanted. Industrial front mudguards wanted in any condition, also front bumper bar for Ferguson Industrial. Please call 01952 541354, Shropshire.

STARTING HANDLE

Wanted. Fo Intenatonal H. Please call 01326 319323, Cornwall.

AGRICULTURAL EQUIPMENT

AMAZONE ZAF 604 R TWIN DISC FERT SPINNER



£275. Please call 07831 347400 or 07866 232723.

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805

MARSHALL 70 DUNG SPREADER



£950. With good chains. Please call 07831 347400 or 07866 232723.

MASSEY FERGUSON 70 MOWER



£2,800. Full rebuild to concours/show condition. Many new genuine MF parts, discs, drums, skids, skirts, etc and many spares. Plus rare silage skids. Please call 07544 551242.

SANDS 3600 SPRAYER



POA. SP sprayer twin spray lines, 12/18/24 metre, ind hopper, well cared for, serviced and MOTd, 2 sets of wheels with good tread, ready to go. 12400 hours and in cab level gauge. Please call 07860 939473, Somerset.

HARVESTING EQUIPMENT

BALE SPIKE



£185. May fit others with modification. New and used. Please call 01889 500303 or 07850 525693, Staffs (T).

INTERNATIONAL 531 COMBINE HARVESTER



1975, £1,000 Ono. V5 12ft header 6 cylinder diesel last used 2 years ago has been run up. Please call 07764 838908, South Lincs.

KIDD DOUBLE CHOP



£POA. In working order and more work needed. Also plus another for spares. Please call 07860 260630, East Sussex.

KIDD STRAIGHT CHOP



£POA. Needs some work but repairable. Please call 07860 260630, East Sussex.

NEW HOLLAND TEDDER



£625. All tines present, greased up and ready to go. Please call 01889 500303 or 07850 525693, Staffs (T).

POTATO PLANTER BUCKET

£POA. Please call 07779 921934, Pembrokeshire.

RANSOMES CRAWLER MG2

£795 ONO. Garden tractor with cultivator. Please call 01892 770379, Kent.

HARVESTING EQUIPMENT WANTED

BRITISH LELY HAYMAID

Wanted. Spares. Please call 07398 277787, Cheshire.

HORSE-DRAWN EQUIPMENT

CUMBRIAN TIP CART



1930's, £950 ONO. Lightweight tipcart on 8 x 19 wheels restored ready for show work or play fit. Please call 07772 053322, Lancs.

LANCASHIRE DRAY



1920, £2,900 ONO. Restored dray 90% new and 1 new wheel 3 refelloed. Ratched brake, detachable sides and rop box would make good rides. 11 foot by 5 foot 8. Please call 07772 053322, Lancs.

PONY TRAP



£750. Genuine barn find, been in storage 40+years. Lightly dusted, built by Breakwells' of Cleobury Mortimer c1900's. Please call 07973 458969.

HORTICULTURAL EQUIPMENT

5HP JAP ENGINED ROTAVATOR 24IN WIDE



£200. Please call 01427 753676.

HOWARD GEM ROTAVATOR



£650. 24in, good condition, new rotor blades and Kohler engine. Please call 07901 591650, Derbyshire.

KUBOTA TG1860



£490. Garden tractor diesel 18Hp 3 cylinder, hydrostatic, power steering 1700 Hours, New battery, tow ball, starts on the button and great condition. Please call 07979 533277, West Lothian.

RANSOMES CRAWLER MG2

£2,000 ONO. Part restored, tracks, exhaust is good, magneto serviced, several implements including frames, plough, riding and root lifting tools, cultivator and hoe tines. Please call 01692 536575, Norfolk.

STAR FINGER BAR MOWER

£POA. Please call 07779 921934, Pembrokeshire.

WOLSELEY MERRY TILLER ROTAVATOR



£285. Super Major Model AC 3424, 1978/84, Briggs AND Stratton 5 HP engine, fully adjustable handles, side to side, up AND down, Serviced including engine oil, air filter, spark plug and new genuine heavy duty 'cord' drive belt (not rubber), to prevent grabbing or snatching. Garden now Lawned so rotavator surplus. Please call 07775 713002, Derbyshire.

HORTICULTURAL EQUIPMENT WANTED

HOWARD 350

Wanted. Rotavator, runner or spares for repair. Please call 01379 741378, Norfolk.

ROTARY CULTIVATOR

Wanted. Attachment for Honda F400 rotavator or scrap machine. Please call 01865 891271, Oxon.

WINGET TRACTOR

Wanted. 1960's post hole borer cab and trailer wanted for 42/550 models. Please call 07922 953439, Staffordshire.

FARMING EQUIPMENT

BELT DRIVEN CORN GRINDER

POA. Preferably small. Please call 078383 194714, N E Lincs.

BMH CORN CRUSHING MILL



POA. In good working order. Please call 07753 936466, Milton Keynes.

IRRIGATION PUMP AND METRE

£100. On mounted frames and requires 30hp tractor. Please call 07894 477371, S Oxfordshire.

MILL AND MIX



POA. Complete unit. Please call 07379 833835, Norfolk.

IMPLEMENTS

CAMERON GARDNER REARLODA



£295 ono. In good working order with original manufacturer's identity plate (Serial No: 3317) Ram works well with no leaks. Please call 01944 711044, North Yorkshire.

EARTHSCOOP FERGUSON



POA. Good condition. Please call 07972 913704, Shropshire.

FORK HYDRAULIC LOADER HEAD

£POA. Please call 07779 921934, Pembrokeshire.

MULCHER



£8,500 +VAT. Very HD by Augertorque. Two sizes available to suit machines from 5-15ft. Fantastic on all clearance work. Timber, brambles or grass. Please call 01981 251922, (T)

SWINGTRIM



£800 ONO. Finger bar hedge cutter. In working order. Swing function currently disabled. Right hand cut only. Suitable for use with Dexta, Fergi 35 or larger. Please call 07764 290145, Kent.

IMPLEMENTS WANTED

DRAWBAR FOR KUBOTA

Wanted. Please call 01282 337216, Lancs.

LAWNMOWERS

ATCO 'ROYALE' B24 ELECTRIC START



1988, £485. Series 2, HT L80031, serial no. 039880/K, Briggs AND Stratton 5 HP engine, one owner from new, Supplied by Fosters Garden Centre, Rotherham, serviced including engine oil, air filter, spark plug and new 12 volt AGM battery, Electric start on key, complete with trailed roller and seat. All in original condition with plastic grass box and rubber covered roller for extra grip. Please call 07775 713002, Derbyshire.

MOUNTFIELD LAWNMOWER PARTS



£POA. Briggs AND Stratton, Tecumseh engine and parts. Please call 01291 423392, Gwent.

PLANT AND CONSTRUCTION

ALBION CUTHERBETSON WATER BUFFALO



1953, POA. Complete for restoration project. Please call 07713 001615, Dumfries.

ALLIS-CHALMERS M CRAWLER

1938, £1,200 Ono. Good tracks and rear pulley. Please call 01775 710418, Lincs.

BEDFORD DUMPER CHASSIS



£60 Ono. Includes front and rear axles, steering column, brake mechanism and some body parts. One tyre on driven axle. Quite good, spare wheel and for steering axle. Buyer to collect. Please call 01975 651790, Scotland.

BOBCAT MINI DIGGER



£3,250. Track 11/2 Tons Good Working order. Starts on the button. New engine 12 months ago Good rubber tracks. All hydraulics good working order. Complete with plant trailer and nearly new tyres. Please call 07876 353346, West Sussex.

BRISTOL 20



POA. Petrol engine in good working order, good tracks and running gear. Hydraulics and draw bar recently serviced. Please call 01322 295152, Kent.

CATERPILLAR



1949, £10,500 ONO. Good working order, used to level fields on a farm, job finished and great practical classic dozer. Please call 07802 337844, Yorkshire.

CLETRAC NARROW CRAWLER



£2,700. Petrol, TVO and in good condition. Please call Please call 07831357041, Dorset.

FRASER FORKLIFT GWO



£450. Would fit on front Ajax. Please call 07774 958237, Monmouth.

HY-MAC



£7,500 ONO. Nearly new 36" pads, recon works, Perkins engine, new radiator and hyd pumps, very good condition for year. Please call 07976 225680, Cornwall.

INDESPENSION

£1,200. Plant trailer, 4 wheels, high tailboard ramp, new floor, tyres, electrics etc. Change of use forces sale. Very straight and tidy. No used since rebuild 10 ft x 6 ft. Please call 07885 491340, Bucks.

INTERNATIONAL DROTT



£4,000. 4 in 1 bucket. All oils been changed, new filters and has been resprayed. Please call 07884 581416, Norfolk.

INTERNATIONAL TD6



1938, £4,000. Restored condition tracks, running gear as new and starts and runs as it should. Please call 07721 710615, Cambs.

JCB



1973, £2,500. 4 in 1 bucket hydro clamps, 3 bucket ideal self builder or restore. Please call 07842 34777, Northants.

KING LOW LOADER NECK



£POA. Model TL80-4HS. Please call 07900 263122, Cambs.

TRACK CHAINS FOR CLETRAC

POA. 8 inches wide and any condition. Please call 07885 496730, Essex.

STEEL ROPE

£60. 37m x 22mm and two drums. Please call 01434 674627, Northumbeland.

VOLVO BM LOADING SHOVEL

£3,250 ONO. LM621. No VAT. Good front tyres. No leaks, on the button. Please call 078854 96730, Chelmsford.

WALLIS AND STEVENS ADVANCE ROAD ROLLER

POA. Ruston diesel engine and original log book suitable for renovation. Please call 01452 724610.

WALLIS AND STEVENS ENGINE

1938, POA. Wallis and Stevens advance road roller Ruston diesel engine original log book suitable for renovation. Please call 01452 724610.

WINGET TRACTOR WITH LOADER



£2,750. Bucket and hydraulic cultivator, Lister diesel engine and new tyres. Please call 07831 357041, Dorset.

PLANT AND CONSTRUCTION WANTED

COUNTY CRAWLER

Wanted. Similar to Massey 174C in size and weight. A good running diesel with 3 point linkage is preferred, but linkage not essential. Please call 01926 612461.

FERGUSON TE-F 20 FERGUSON BANANA LOADER



Wanted. TE-F 20 Ferguson with banana loader with fork in working order. Please call 01985 840860, Wilts.

PAIR OF PLANETARY HUBS

Wanted. Michigan model 125 loading shovel. Please call 07836 598208, Somerset.

PLOUGHS, CULTIVATORS AND HARROWS

1 FURROW DEEP DIGGER PLOUGH



£150. Please call 07932 746097, Bucks.

3 FURROW REVERSIBLE PLOUGH



£1,200 ONO. Model 265. Very good condition. Wearing parts all renewed. Full set of discs AND skimmers inc transport wheel. Ready to work or show. Please call 07772 872345, Cornwall.

COCKSHUTT 2 FURROW PLOUGH



£250 ONO. Please call 07753 936466, Milton Keynes.

DAVID BROWN 2 FURROW



£250. With land wheel. Please call 07831 347400 or 07866 232723.

FERUGSON RIDGERS

£POA. Please call 07779 921934, Pembrokeshire.

FISHER HUMPHRIES 2 FURROW



£350. Comes with disc and land wheel. Please call 07831 347400 or 07866 232723.

LAND PLOUGH

£POA. Please call 07779 921934, Pembrokeshire.

LEMKIN 2+1 REVERSIBLE PLOUGH



£950. All new metal and over £300 of spares included. Please call 01647 252730, Near Exeter.

BRISTOL 20 CRAWLER



1948, £POA.

Austin 22 petrol engine, in good working order with good tracks and running gear hydraulics. Draw has recently been serviced.



Please call 01322 294152, Kent.

MASSEY-FERGUSON 2 FURROW



£250. Please call 07831 347400 or 07866 232723.

RANSOMES 2-FURROW



£425. Comes with disc, skims and land wheel. Please call 07831 347400 or 07866 232723.

RANSOMES 3 FURROW PLOUGH

£POA. Please call 07779 921934, Pembrokeshire.

RANSOMES YL PLOUGH

£15. New never been used. Please call 07769 867920, Devon.

SINGLE LEG SUBSOILER WITH SKEITH



£150. Please call 07946 344324.

STATIONARY ENGINES

3 HP AMANCO



£650. Superb original condition, never been 'tinkered with' or rallied. Runs well. Please call 01794 388612.

AERMOTOR MODEL 8 STROKE ENGINE



£1,950. 8 Inch Flywheel – Ball Governor. Low tension- On Teak Base. Complete with choke AND Battery. Please call 01761 221604, Somerset.

ALYN FOUNDRY RLE ENGINE



£700. Hit and miss, four stroke, 1.25 inch bore, 2 inch stroke, 6.5 inch flywheels, 14 inches long, 7 inches high on a wooden base which contains the coil and runs well. Please call 017023 51574, Essex.

AMANCO

POA. Rebuilt and tested. RSI masnetos checked/over hauled, coils/condenses renewed and also some good cases. Number of engine handbooks. Please call 01872 273388, Cornwall.

AMANCO CHOREBOY

1914, £800. Battery and Coil Ignition. On Wheels-In good condition. Please call 01245 420168, Essex.

AMANCO HIRED MAN

1916, £875. High tension magneto. Original steerable trolley and new tank. Please call 01326 319323, Cornwall.

BAMFORDS OV3



£800. Rated at 5bhp, mounted on an original Bamfords trolley. Please call 07967 87111.

ECONOMY 2 1/2 HP

1908, £2,000. Hit and miss but ready to rally. Rare engine. Please call 01749 677046, Somerset.

FAIRBANKS MORSE



£800. 6 HP new crank 1926. Please call 01752 894501.

GALLOWAY 2 1/2 HP

£1,850. With matching water pump and in rally condition. Please call 01749 677046, Somerset.

GARDNER 5VT TWIN CYL



POA. Hot bulb marine engine two stroke approx. 1920. This is a very rare engine and only may part / exchange. Please call 079483 04584, Lincs.

HORNSBY



1935, POA. Model L. Please call +32 56 61 62 60, Belgium (T).

JP MACEE'S LAWNMOWER

£35. Late 1960's model, original paintwork and grass box. Please call 01159 113924, Notts.

LISTER



£400. Please call 01493 751710.

LISTER C5 DIESEL



£300. Approx. 1940's. Please call 01752 894501, Devon.

LISTER D

£140. Good runner on skids. Please call 07546 188258.

LISTER D

POA. Generator set or villiers wx11 set. Please call 07546 188258.

LISTER D ENGINE

1943, £60. All complete, tidy engine. Not run for ten years and turns over ok. Please call 07815 517183, Bristol.

LITTLE JUMBO 1 1/2 HP 1915



£1,250. Open crank, coil ignition, new battery trolley, air cooled and rare engine. Please call 01326 319323, Cornwall.

OIBUYN PUMP



£300. Please call 01752 894501, Devon.

ORIGINAL TURNTABLE ENGINE TROLLEY

£650. Comes with original pump on unknown make but not seized, in a found condition, wood needs replacing but all metal is in good condition. Please call 07380 524024, Lincolnshire.

PETTER AVA

£700 Ono. Diesel engine and needs attention. Please call 01513 368516, Cheshire.

PETTER M TYPE

£475 Ono. Pearl shaped hopper, unrestored and mag done. Please call 07967 351187, Dorset.

STARTING HANDLE AND SEAT

Wanted. For Ruston Hornsby Loco no 183727. Please call 07710 337059.

STUART TURNER P



£275. P55 me marine engine. 2 cylinder 8HP, electric start and viewing welcome. Please call 01278 785705, Somerset.

STATIONARY ENGINE FOR SPARES

£20 ONO. Please call 01945 581791, Cambridgeshire.

TWO LISTER D ENGINES

£140 each. One on a trolley one on skids. Please call 0754618 8258, Nottinghamshire.

TWO PERKINS P SERIES

POA. Also other Perkins parts. Please call 01572 822145, Rutland.

VILLERS 20 ENGINE

£70. Please call 0754618 8258, Nottinghamshire.

VILLIER 20 ENGINE

£60. Please call 07546 188258.

WATER PUMP



£300. Please call 01752 894501, Devon.

STATIONARY ENGINES WANTED

GENUINE LISTER D BARROW TYPE TROLLEY

Wanted. Please call 07881 606418.

PETTER ACI

Wanted. Engine for spares. Please call 01379 741378, Norfolk.

SERIES 3 PETTER M TYPE 3HP

Wanted. Two part magneto gear guard. Calibrator tubular oil level sight glass and triangular sight glass, may consider complete calibrator. Please call 07881 606418.

SMALL PETROL ENGINES

Wanted. Steam engines. Please call 01787 377628.

SPARES FOR LISTER SL3

Wanted. Cylinders, pistons and rings. Unused and cyl head shims 005, 010 and 030. 3 shims hyd gearbox. Please call 01542 840660, Scotland.

STATIONARY ENGINE

Wanted. Early diesel, hit and miss. Please call 07814 831765, Derbyshire.

TRAILERS AND CARAVANS

3 TON TIPPING TRAILER



£1,250. Please call 07831 347400 or 07866 232723.

3 1/2 TIPPING TRAILER



£400. Please call 07831 347400 or 07866 232723.

5 TON TRAILER



£1,200. Good condition eye hitch 700-16 tyres cart spring brakes serviced. Space between mudguards 2 metres and overall length 605 metres. Please call 07857 843079, Hampshire.

40FT BOX TRAILER



£POA. Body work in excellent condition. Tail lifts fully operational. Floor / bed of the trailers are sturdy. No excess wear and tear on the king pin. No MoT. Please email neil.armstrong@clarkeinternational.com or call 07368 116590, Notts. (T)

40FT BOX TRAILER



£POA. Body work in excellent condition. Tail lifts fully operational. Floor / bed of the trailers are sturdy. No excess wear and tear on the king pin. No MoT. Please email neil.armstrong@clarkeinternational.com or call 07368 116590, Notts. (T)

CAR TRAILER



£120. Please call 01366 659000, Norfolk.

EVENTS TRAILER



£4,800 each. Passengers/ shooting/farm tours/Corporate events Universal Air and hydraulic braking system. 12 volt electrical system, Seats 28 persons. Disabled wheel chair lift with 12volt/ hydraulic power pack. Roller bearing front turntable. Twin wheels on both axles. A frame draw bar. Rear steps access enclosed sides passenger restraints. Removable pvc sheeted roof. High grade composite timber floor nonslip. 2no available. Please call 07850 499318, Oxford.

GILES TANDEM AXLE TRAILER



£6,000. Test 05/20. 21.6 foot in bed. 33 foot 6 in all. New deck and new paint. Please call 07710 157856, Cardiff.

IFOR WILLIAMS 14FT FLATBED 21/2 TON



£1,500. Comes with ramps spare wheel and hitch lock good condition owned from new in. Please call 07845 487522, Warwickshire.

MARSHALL 7 TON TIPPING TRAILER



£1,250. Please call 07831 347400 or 07866 232723.

SPARES FOR LISTER SL3

Cylinders, pistons and rings. Unused and cyl head shims 005, 010 and 030. 3 shims hyd gearbox.

WANTED.
Please call
01542 840660,
Scotland.

SHEPHERDS CABIN



£4,750. Newly built 12 ft x 8 ft outside 7ft x 6ft inside fit your own interior fully. Insulated inside. Please call 07947 146239, Nottinghamshire.

SHEPHERDS HUT



£5,000 ONO. Ropemakers retreat, cooker, fridge, stove to heat, water, 2 berth, cupboards, toilet, compartments, stable door, alloys and towable large 4 x 4. Please call 01629 636415.

SHEPHERDS HUT



£9,750. Traditional style, wood framed and lined, fully insulated, oak chassis, convertible double, wood burning stove, exceptional condition. Please call 07973 458969.

WEEKS 4 TON TIPPING TRAILER



£550. Been used as a beaters trailer. Please call 07831 347400 or 07866 232723.

WEEKS 16 CUBIC METER PLUS



£POA. Plus Atlas crane with clam shell. On super single wheels/tyres. Brakes AND lights, all in good working order. Please call 07860 260630, Sussex.

TRAILERS AND CARAVANS WANTED

SHOWMANS WAGON

Wanted. Looking to invest in a good/sound condition Showmans Wagon. With potential to be used as a holiday let. Please call 01162 402115 or 07967 649761.

TYRES, WHEELS AND WHEELWEIGHTS

CASE D FRONT WHEELS



£150. 16" good order. Please call 07831 347400 or 07866 232723.

CAST IRON WHEELS AND AXLES



£130. 2 wheels at 17" diameter and 2" wide rim. Please call 07946 344324.

FRONT TRACTOR WHEEL WEIGHTS



£75. 4 front wheel weights. Sell 2 for £40. Please call 07342 953258, Norwich.

MF COMBINE WHEEL AND RIM



£75. 11 x 28. Please call 01889 500303 or 07850 525693, Staffs (T).

NEW GOODYEAR TYRES



POA. Pair of 7.50 x 16, 10 ply Multi-ribbed Implement/Trailer, Diamond pattern tyres. Brand new, never fitted, Made in USA and last pair available in UK. Tubeless Please call 07775 713002, Derbyshire.

REAR WHEEL STARTER



£200. Weights plus some mounting lugs also 1 standard weight. Please call 07977 441270, Lincoln.

REAR WHEEL WEIGHTS



£150. For Ford. Please call 07961 651509, Suffolk.

TYRES



£300. Set of 5 Landrover tyres LT235/85 R16 on steel centres. Minimum of 7.0mm tread remaining. Please call 07774 773350, Thetford.

WHEEL 6 STUD VREDESTEIN



£80. 11.5/80-15.3 slight age cracking but tyre inflated. Kept as spare. Please call 01889 500303 07850 525693, Staffs (T).

WHEELS AND TYRES



£240. Pair 14.9/13 x 24. Studs 8 inches apart, hole 6 inches diameter, one tyre VG, one poo and both hold air. Please call 01889 500303 07850 525693, Staffs (T).

ZETOR CRYSTAL FRONT WHEEL



£50. 20" Please call 07831 347400 or 07866 232723.

TYRES, WHEELS AND WHEELWEIGHTS WANTED

2 TYRES

Wanted. 10-50-16 or complete wheels 8 stud 4" centres for farm trailer. Please call 07815 058624, Glos.

DUNLOP FARM TRACTORS

Wanted. 9.00-24 tyre with good tread for Allis Chalmers B. Please call

TWO TYRES OR TYRES/WHEELS

Wanted. 10.5-16. For farm trailer, 8 stud and 4in centres. Please call 07815 058624, Gloucestershire.

TYRES

Wanted. Goodyear diamond pattern 6.00-16 front tractor tyres (part worn). Please call 07796 766182.

WHEELS



Wanted. In any condition. Please call 01346 571258.

TOOLS AND MACHINERY

208 LITRE SEALED



£150. Perfect XPG32. Northern oils in liquidation. Please call 01651 806306, Scotland.

ANVIL



£90. Very old, some damage on tip of the beak. Please call 07842 234777, Northampton.

CLARKE PROFESSIONAL

£60. Whetstone sharpener. Model No CWS 200 never been out of box. Please call 07963 206748, Cleveland.

DORE WESTBURY

£475. Milling machine vertical on stand or bench mounted with chuck. Please call 01246 556330, Derbyshire.

ECLIPSE



£140. Magnetic church table very good condition. 14 x 6 table size. Please call 07976 383698, Beds.

ON 32 - 200/40 CENTRIFUGAL PUMP



£110 each or £200 the pair. 2 X Lowara 3 phase centrifugal water. Please call 01458 250455, Somerset.

PARTNER K.650 CONCRETE CUT SAW



£150. Please call 01513 368516, Cheshire

RD POWER LTD



£70. Fork lift battery 24 volt charger. RD 60 amp. In working order. Either fork lift or two 12 volts in series. Please call 01723 362537 or g4egb@yahoo.com, North Yorks..

RIVETING KIT

£950. Includes one gun plus snaps, one holder upper, one corking gun and chisels. One propane rivet oven and one pressure pump. Please call 07967 351187, Dorset.

SET 3 TAPS



£150. RH, HSS, GRD. Consisting of Chamfered first cut, second cut and final full cut. As new only used once, now surplus. Still in plastic cases. Please call 07775 713002, Derbyshire.

TREADLE LATHE

£200. Please call 07840 803308, Oakham.

VARIOUS TOOLS

£10-£60. Record bovchvice vintage good condition, very strong, £60. Pair of strong car ramps, £10. Old green jerry can, £10. Please call 07944 675518, Lincs.

WOODWORKING AND WINCHES

1910 JOHN SCHOTT RICHARDSON RACK SAW BENCH

£4,000 ONO. 1910 john scott richardson rack saw bench been to every gdsf and across Europe previously owned by beano hill up for due to retirement will accept px. Please call 07840 006063, Dorset.

AUTOMOWER WINCH FR5G



POA. Two speed winch removed from Ford 4000. Complete with guards and mounting brackets. Please call 07834 607049.

LINER SAWBENCH



£POA. Above scrap value. No Sunday trading please. Please call 01380 860089, Wiltshire.

SAWBENCH TECHNORTON GWO



£1,000. Tilt for logging. Please call 07774 958237, Monmouth.

CRAFT AND MODELS

GALLOPERS

£480. Table model, six galloping horses, music, lighting 12V. Please call 07810 140219, Lancs.

HAND MADE LIVING VAN



1935, £50 ONO. 1/2 scale frame oak panels wood removable. Please call 01361 883392, Berwickshire.

RANSOMES THRASHER



1920, £500 ONO. 1/2 scale frame oak dowelled glued milled metal fittings. Some working parts and not all internals. Please call 01361 883392, Berwickshire.

LITERATURE AND INFORMATION

22 VOLUMES OF OLD GLORY MAGAZINES

1999-2017, FREE. Complete and free to anyone who collects. Please call 01903 775189, West Sussex.

FERGUSON



£7. Ferguson on the Farm DVDs Parts 1 and 2 by Old Pond. As new. Please call 01473 658804, Ipswich.

FORD 2000-3000 RANGE PARTS CATALOGUE

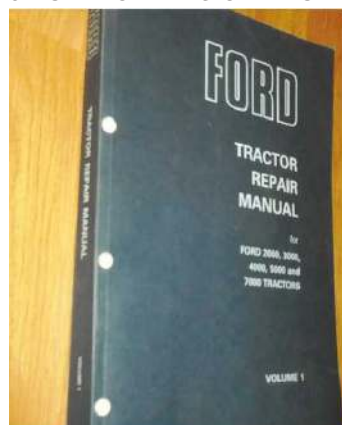


£12. 132 pages of exploded diagrams 'only' of parts with figure number. Used for ordering parts from dealer. Does not include worded part list and parts numbers. Please call 01392 439142.

FORD TRACTOR 2000-3000 RANGE PARTS CATALOG

£12. 132 pages of exploded diagrams 'only' of parts with figure number. Used for ordering parts from dealer. Does not include worded part list and parts numbers. Please call 01392 439142.

GENUINE FORD TRACTOR MANUAL



£80. For Ford 1000 Series Volume 1. Covers engines, clutches, fuel, transmission and electrical systems. New condition Please call 07743 557555, Durham.

INSTRUCTION BOOK

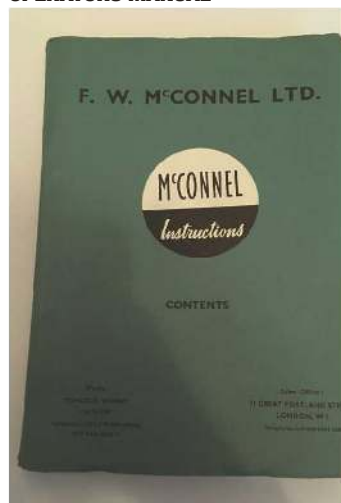


£30. Original instruction Book for McCormick-Deering Farmall Tractor Model F-12. Soiled but all the text AND diagrams are very readable. Please call 07774 773350, Norfolk.

MORRIS MINOR WORKSHOP MANUAL

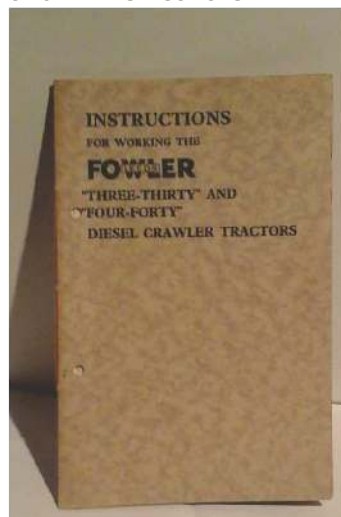
1955, £60 ONO. Publisher British Leyland. Very good condition. Please call 01787 371618, Suffolk.

OPERATORS MANUAL



£30. McConnell power arm model S ditcher. Please call 07961 651509, Suffolk.

ORIGINAL INSTRUCTIONS



£25. Fowler three thirty and four forty diesel crawler. Please call 07774 773350, Norfolk.

PETTER OPERATORS HANDBOOKS

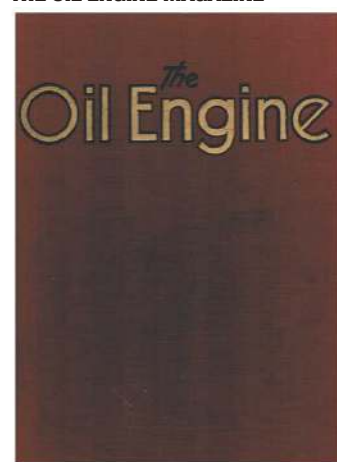


£5.50 each. Diesel engines AVA, AC1, BA, AC1Z, PH, PJ3-4, PJ1-2, PAZ1 and in very good condition. Please call 07989 951895, Canterbury.

PHOTOGRAPH ALBUM CONTAINING

£25. Fifty two photos of American loco motives steam and diesel, black and white. 1920'S-1960's mixed batch very interesting. Please call 017873 71618, Suffolk.

THE OIL ENGINE MAGAZINE



£900. 31 bound vols (vols 1-32, May 1934-Sept 1964) Vol 7 missing and a very rare set. Please call 01522 682406, Lincoln.

LITERATURE AND INFORMATION WANTED

JCB 3 INSTRUCTION BOOKS

Wanted. 1960's instruction book, handbook, workshop manual wanted for super major based model. Also sales literature for Same. Please call 01765 658370, Yorks.

MEMORABILIA BYGONES

ADULT CHAIR O PLANES

£25,000. Vintage fairground ride. Traditional trailer mounted adult chairs. Packs all on one load. New starter, new steps, tested, ready to open immediately. Please call 07581 048460, Pontyclun.

ANTIQUE JUTE SACKS

POA. Please call 01292 443123, Scotland.

AROUND 24 BOOKS/BOOKLETS

POA. On player pianos their history and repairs etc. Please call 01332 673010, Derby.

CASTROL GARAGE TRIPLE



£165. Oil dispenser pump. Please call 01442 832744, Hertfordshire.

DOG PEN

£25. Ideal for car. Please call 01493 369938, Norfolk.

EARLY MOTORCYCLE FIBRE BRAKE LININGS

POA. Pair of 3" x 3/4" two pairs 9" x 3/4" one piece undrilled 8 1/4" x 3/4" one piece undrilled 10" x 1" plus six copper countersunk screws. Please call 02089 425151, Surrey.

FLAVEL VANESSA HOB AND GRILL



£60. Excellent condition complete with 907 camping gaz bottle, regulator and 3 meters hose. Please call 07963 206748.

HARLEY DAVIDSON

£38. Vintage purse real leather good condition. Please call 01624 861608, Isle of Man.

LIGHT UP TRUCK DRIVER MAN



£40. Complete with fixing bracket. Size 8mm and unused. Please call 02083 997541, Surrey.

LUCAS BRANDED GLASS

£25. Battery filler in excellent condition. Please call 02089 425151, Surrey.

MASSEY HARRIS PARTS LIST/BOOK



1953, £30. Parts list/book for a Massey Harris 713 manure spreader. Please call 07961 651509, Suffolk.

MODEL HORIZONTAL GAS ENGINE BELT



£2,000. Model Horizontal Gas engine belt coupled to dynamo/starter feeding switchboard with integral lighting. Push-button ready to run high quality. Please call 01959 541444 and rogerg311@gmail.com.

NEW ENGINE DRIVER JACKETS

£50. 38/40 and one brand new. Bib and brace 38/40. Please call 01723 362537 or g4egb@yahoo.com, Noth Yorks.

SET OF CHAIRS



1960, £6,000. In excellent condition and ready to go. Please call 07568 146524.

SIDE BONNET BADGE FERGUSON



£150. Side bonnet Ferguson 35 chrome badge, nose chrome badge for same Ferguson FE 35 grey and gold. Please call 01787 281837, Suffolk

SINGLE TREADLE SEWING MACHINE



£150. With original instruction book and accessories. One owner from new and buyer to collect. Please call 01766 819325, North Wales.

TARPAULIN PLANT

£4,250. Conservation opportunity for vintage tarpaulin equipment, driven by large electric motor to line shaft operating Singer sewing machines (45K, Class 7 Double needle and 135K Paw foot. Includes all materials, cloth, eyelets etc. Please call 07840 137815, Norfolk.

USED ENGINE DRIVERS JACKET

£20. BANDB, clean, no tears or patches The lot. Please call 01723 362537 or g4egb@yahoo.com, Noth Yorks.

VINTAGE CLOCK 12 DIA

£40. RAF WII wood brass. Please call 01624 861608, Isle of Man.

VINTAGE HANDCART IRON WORK



£70. A pair of 28 inch spoked wheels, Axle, Springs, Hangers etc. Very good condition. Please call 07917 738210, Selkirk.

VINTAGE STONE TROUGH



£650. Sandstone mint condition. 5ft long, 2 ft wide and one rounded corner. Please call 01509 880108, Leics.

WESTERN STYLE YOKES



£100. Been on same farm since 1920. Please call 01945 870247, Cambs.

WOODEN HOPPER



£50. To fit top of Bamford No 3 con mill complete with all extra bolts and nuts. Please call 07305 738351, Norfolk.

MEMORABILIA BYGONES WANTED

STREET ORGAN

Wanted. Minimum thirty two note. Folding card or midi. Would consider any make design not paper roll. Please call 01942 510806, Manchester.

STEAM

CASE 50HP STEAM



POA. Very good boiler. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

LOCKE MOTOR



£2,200. Twin-cylinder Locke steam engine, suitable for Locomobile or similar. 65mm bore x 89mm stroke. Original, good condition. Please call +33 (0) 681 45 70, Normandy.

MERLIN PORTABLE



1935, POA. Good boiler. Please call +32 56 61 62 60/+32 475 96 73 80 or info@pietvershelde.com (T).

PAIR HETHERTON

POA. No191-192 sprung traction engine lamps good condition. Please call 01462 813543, Beds.

ROBINSON AND AUDEN NO. 1072

£9,000. Robinson and Auden portable engine for sale due to bereavement. This is a very rare engine which is 90% complete and in need of boiler work. Please call 07769 170440.

WEE CHIEFTAN

£850. Cochrane Wee Chieftan diesel fuelled (triple pass wetback) boiler. Spare control box, burner, 3 boiler feed pumps - no ticket/paperwork. Approx 10' long x 5' x 5'. Please call 01458 250455, Somerton.

MINIATURE STEAM

RANSOMES PORTABLE



£500. Patterns to build a 4 inch portable engine cyl, c/base, w/pump nine in total. Includes build plans and photos. Please call 07976 383698, Bedfordshire.

STEAM AND MINIATURE STEAM WANTED

DCC FOWLER

Wanted. 3 inch. Please call 07115 74987, Germany.

MODEL STEAM ENGINES

Wanted. Finished or part finished workshops cleared. Please call 07811 484124, Suffolk.

STEAM PARTS

SPRINGS AND SPINDLES



£800 ONO. For Locomobile or similar. Please call +33 (0) 681 45 70, Normandy.

VARIOUS MISC



£100. 4 x matching gauge glass boiler fittings. 5/8" glass tube, 4.5" dia. flange fittings. Please call 01458 250455, Somerset.

PRODUCTS AND SERVICES FOR SALE

DAVE ALLEN TRANSPORT



£POA. Ring for details. Collection or delivery to and from shows and sales tractors, agricultural machinery, plant, commercial and military vehicles, etc. Winch for non-runners. Large or small equipment moved. Short notice, evenings and weekends are not a problem. Fully insured. www.daveallentransport.co.uk (T). Dorset. 01308 868741 or 07798 845112 (HP)

TRANSPORT AVAILABLE

£POA. Based in south east England and 40 years in the business and a vintage tractor owner myself. Please call 07836 575198

DUNLOP TRACTOR SPARES

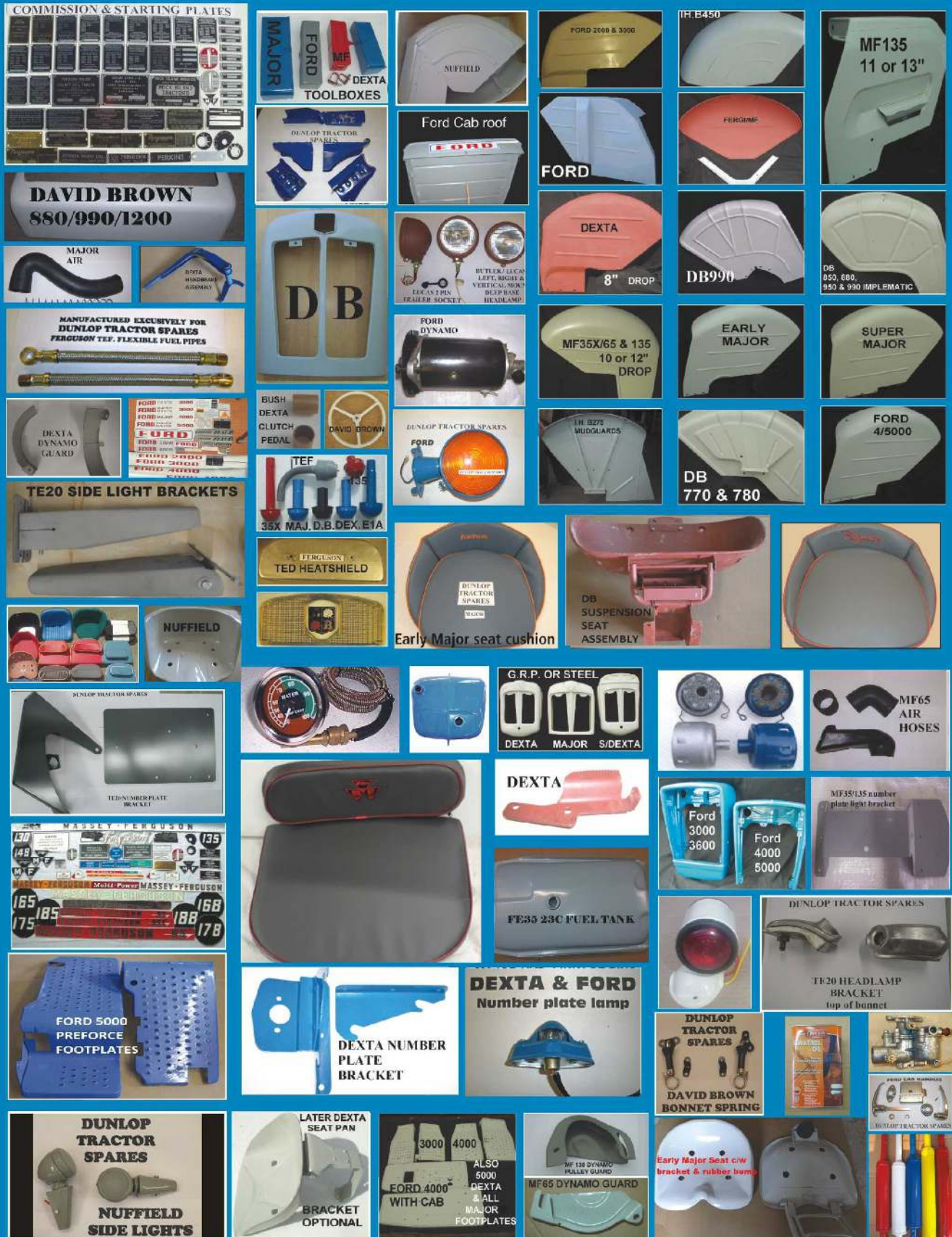
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PLEASE NOTE WE WILL NOT BE TRADING ON SUNDAYS



SEE US AT SPRING TRACTOR WORLD ON SATURDAY 22ND FEBRUARY 2020.

FORDSON MAJOR

2129
Nose Cone (Steel)
£190.00



2167
Fender Set
(with ENFO Stamp)
£199.00



5051
Radiator
£120.00



7001
Engine Overhaul Kit
£199.00



FSK-301
Filter Service Kit
(Major E1A Series)
£8.00



5071A
Ignition / Light Switch
£14.99



5077
Control Box
£25.00



5911
Starter Motor
£109.99



5817
Brake Lining Kit
Drum Brakes
£18.00



6229
Number Plate Lamp
& Bracket
£37.00

FORD DEXTA

2174
Nose Cone (Steel)
£190.00



2168
Fender Set
(with ENFO Stamp)
£175.00



50483
Thermostat Housing
£48.00



5041
Water Pump & Pulley
£29.99



7069
Cylinder Head
£150.00



4249
Swinging Drawbar Assembly
£195.00



50380
Battery Clamp
£19.00



C0061
Dual Clutch
£249.00



6854
Gear Levers and Housing
£75.00



5436A
Side Badge
(Chrome & Orange)
£34.99

FERGUSON TED20

2999
Bonnet Kit
£249.00



2155
Wing Skin & Bracket (as original)
Sold individually - order 2 for a pair
£75.00



5799
Radiator
£110.00



8372
Elbow Thermostat Housing
£12.00



6132
Fuel Tap & Bowl
£46.00



5111
Axle Pin
£14.99



2483
Battery Tray
£59.00



6835
Ignition Kit 12V Petrol/TVO
£50.00



10100
Red Dash Lamp,
Coiled Harness
£19.99



6777
Draft Plunger Repair Kit
£83.50

FERGUSON TEF20

2131
Front Grille & T Bar
£74.99



8666
Oil Pump Complete
£59.00



2011
Crankshaft
£290.00



6862
Fuel Tap
£39.00



7902
Banjo Bolt (Pipe to Filter)
£3.50



7287
Fuel Injection Pump
Gasket / Repair Kit
£69.99



7289
Starting Handle
£39.00



4383
Hydraulic Pump Repair Kit
(Less Valve Chambers)
£74.99



2445
Anti Turn Bracket
£29.99



2141
Seat Pan
£29.99

MASSEY FERGUSON 35

7571
Rocker Assembly (3 Cylinder)
£69.99



4105
Exhaust Elbow
£19.50



5850
Swept Axle Carrier
£195.00



6870
Steering Box Repair Kit
£139.00



5079
Control Box
(Side Lug & Push In Terminals)
£22.00



6200ER
Headlight - Side Mounting
(Pair) Red
£24.99



5677
Brake Shoes &
Back Plate Assembly
£74.99



4151
Swinging Drawbar Assembly
£149.00



5239
MF35 Decal Set
£12.50



2417
Foor Plate Set (Ext. Fenders)
£59.99

MASSEY FERGUSON 135

2161
Bonnet Kit
£275.00



A-803
Hose Clip Kit
£6.00



7274
Engine Block AD3.152 (Lip Seal)
£450.00



7070
Crankshaft (Rope Seal)
£149.99



7259
Injector
£24.95



5665
Front Wheel Hub with Studs
£25.00



2253
Radiator Shroud
£39.00



4190
Front Weight Carrier (6mm Steel)
£85.00



6971
Lighting Kit
£99.00



4003
Levelling Box
(Min. / Max. Length: 495 / 595mm)
£39.00

CASE IH B275

2208
Front Grille
£90.00



2158
Fender Set
£260.00



8015
Radiator
£175.00



8017
Water Pump (Dynamo Engine
Based BD144/154)
£55.00



8048
Oil Pump
£59.00



6760
Air Pre-Cleaner
£12.00



5018
Wiring Harness
£34.99



50777
Switch Heat and Start
£12.50



5377
Light Switch & Knob (as original)
£14.99



8064
Hydraulic Pump
£95.00

JOHN DEERE 2040

1414
Water Pump
£64.99



1453
Head Gasket Set
£24.99



1468
Engine Overhaul Kit
£375.00



8494
Fuel Filter
£12.75



54013
Headlight (Pair)
£54.99



C0257
Clutch Cover
£249.99



1544
Hydraulic Pump
£495.00



1554
Levelling Box (15")
£80.00



1066
SG2 Cab Trim Kit
(Without Roof Lining)
£199.00



15013
Rear Window
Cab Handle Kit
£40.20

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